



# THE Checkered RACING NEWS

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WCS Opener to Menard.....Page 2

Lamoreaux Wins in LaCrosse LMs .....Page 3

IRA Champ Neitzel Ready to Run.....Page 4



A strong field of 23 cars started the 2005 Wisconsin Challenge Series season-opening feature at Wisconsin Dells (WI) Motor Speedway on Saturday. **See Page 2.**  
(Deanna Blaser photo)



Mary Schill of Cashton took the season-opening Thunderstox feature at LaCrosse (WI) Fairgrounds Speedway Saturday night. **See Page 3.** (LaCrosse Fairgrounds Speedway photo)



Nic Johnsrud (9) works to overtake Mark Jung (32) en route to his Yamaha Lite feature win Sunday at Badger Raceway in Dousman, WI. The Badget Kart Club began its 2005 championship points season on Sunday. Ryan Rutzinski is following Jung. **See Page 3.**  
(Mike Weaver photo)



Gene Marocco (98) holds off Dan Sanders (4) and Wanda Dobbs (5) on his way to the win in the Roadrunner feature Saturday at Rockford (IL) Speedway. **See Page 5.**  
(Rockford Speedway photo)



Ricky Craven (99) leads Bobby Hamilton and eventual winner Bobby Labonte (47) through the turn during the NASCAR Truck Series event Saturday in Martinsville, VA. **See Page 16.**  
(James Price/HSP photo)



# Menard Edges Royle to Claim 2005 WCS Opener at Dells

WISCONSIN DELLS, WI, April 9 -- The Wisconsin Challenge Series' 2005 season began at the Dells Motor Speedway Saturday night, and Charlie Menard edged out Adam Royle to claim his third career Series victory in the New Beginnings 100.

A huge field of 47 drivers presented their machines for qualifying attempts on the semi-banked third-mile paved oval, with newcomer Blake Horstman stunning those on hand with a blistering 13.310-second lap in his first WCS start. Local favorite and former WCS winner Jeff Kendall turned in the second-fastest lap of qualifying, missing the top time by .004 seconds, and defending Series champion Mark Eswein set the third-fastest qualifying effort. The feature field was separated by less than two-tenths of a second after qualifying.

The feature field of 23 were presented for the green flag, but mechanical ills dropped 2003 WCS champ Erik Darnell to the infield before it flew. Chris Weinkauff grabbed the initial lead over Speedway regular Jim Carlson, while behind them Menard and Royle raced side by side for third. The first of only two cautions appeared on lap 5 when Rick Corso looped his ride.

Underway again, Menard managed to gain the upper hand on Royle for third, while Carlson worked to Weinkauff's inside as the pair worked lap 15 and became the second leader of the contest one lap later. Menard also worked low to drop Weinkauff back to third on the next lap, and moments later Royle worked by as well as Weinkauff faded.

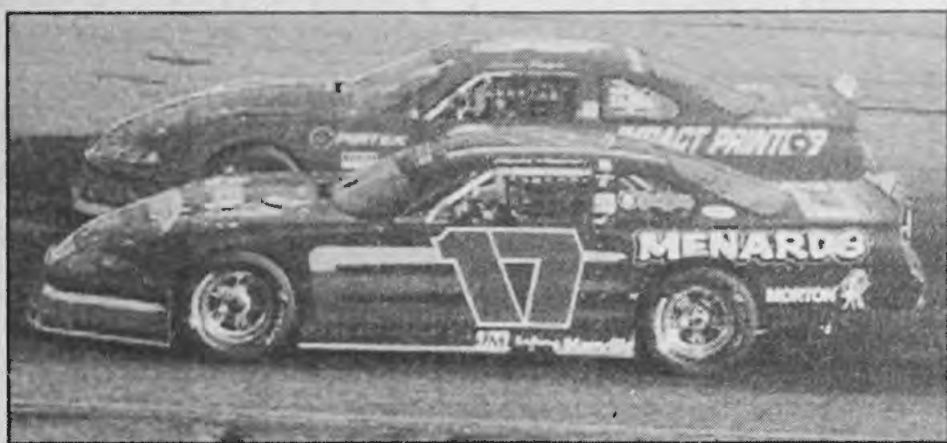
On lap 25, Menard worked under Carlson heading into turn 1 and won the drag race down the backstretch to take the lead, while Royle stayed close. By lap 30 Menard was working lapped traffic, while Ryan Mathews moved into fourth and Andrew Morrissey worked his way into fifth. Royle spent several laps working Carlson for second before finally breaking to the inside on lap 37 to garner the position. Menard, meanwhile, had built up a ten car-length lead.

Carlson then slowed on lap 40 and fell back, allowing Mathews to reach third.

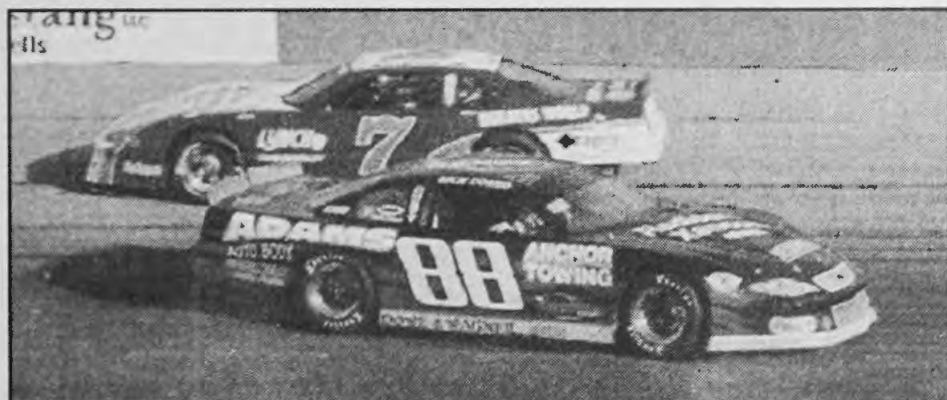
The final caution of the contest appeared on lap 53, when Dexter Bean, in his first WCS feature start, tangled with Kelly Bires. Bires' ignition problems then forced him from the contest.

With the green flag returning Royle hung on Menard's rear bumper, while Morrissey pressured Mathews for third and Rory Melbinger pressed past Carlson for fifth on lap 63.

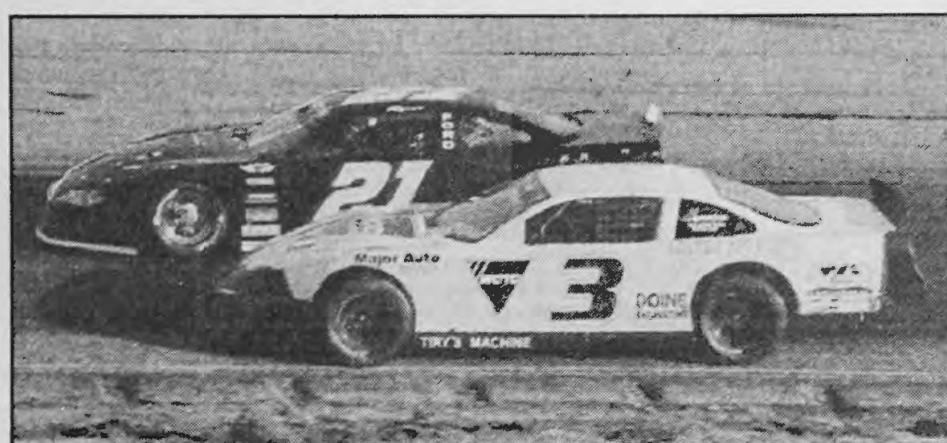
With no cautions to slow the pace the lead duo again encountered



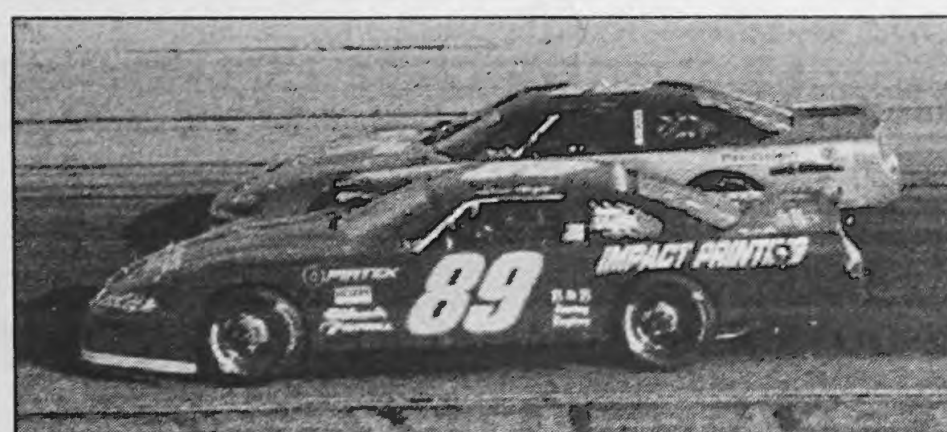
Adam Royle (outside) tries his best to go around Charlie Menard (17), but Menard held on for the win in the 100-lap WCS race at Dells Motor Speedway Saturday.



One of the WCS feature's two cautions was brought out after Rick Corso (88) spun his car on lap 5.



Ryan Mathews (21) overtakes Jeff Weinfurter (3) on his way to a third-place finish in the "New Beginnings 100."



Adam Royle (89) works past Chris Weinkauff (75) to finish second in the 100-lap WCS race at the Dells Saturday. (Deanna Blaser photos)

lapped traffic with 20 laps to go. Royle closed to Menard's rear bumper with 15 laps remaining and looked to the inside on several occasions before getting a strong run

coming off turn 4 with 13 laps remaining, but he was unable to secure the lead position, and over the final dozen laps Menard picked up the pace and sprinted to the finish

## Short-Track Fireworks at Jefferson Up Next for WCS

JEFFERSON, WI, April 11 -- Close-quarters racing for some of the fastest full-bodied race cars in the Midwest is next on the 2005 Wisconsin Challenge Series schedule, as a feature field of 23 super late models will be let loose on the quarter-mile Jefferson Speedway paved oval for 100 laps on Saturday night, April 23. It will be the only appearance of SLMs at the track this season.

The Wisconsin Challenge Series made their debut at the Tucker family's south-central Wisconsin facility in 2004, and Jason Schuler, a former NASCAR Busch Series driver who began his career at Jefferson, captured the main event, edging Minnesota hotshoe Adam Royle. Schuler is expected to return to defend his title.

Many top Midwestern drivers will attempt to challenge the local favorites. Fresh off a victory in the season-opening WCS event, LaCrosse Fairgrounds Speedway champion Charlie Menard now has three career Series victories, one less than all-time Series win leader Erik Darnell of Beach Park, IL. Both are expected to be on hand. Jeff Kendall, the two-time Dells Motor Speedway champion who has returned to WCS competition full-time in 2005, also has a WCS victory.

Defending WCS champion Mark Eswein of Wisconsin Rapids is the Series' only two-time champion, and 11-time Wisconsin International Raceway champion Terry Baldry of Omro was among the fastest cars in last season's Jefferson WCS practice session, but mechanical ills prevented him from competing that day.

Royle has become one of the hardest charging competitors, with a pair of victories in WCS competition on both the longest and shortest tracks on the schedule last season - the half-mile Marshfield Super Speedway and the tight 141 Speedway. Others expected to appear include Jeremy Lepak of Wausau, brothers Chris and Jason Weinkauff of Merrill, 30-year racing veteran Don Turner of LaCrosse, and Ken Reiser of Waukon, IA, the all-time WCS points leader. Reiser has made appearances at all 31 WCS races held to date. Other top guns include M.G. Gajewski of Wausau, multi-time Marshfield champions Rory Melbinger and Jeff Weinfurter, 2004 Marshfield points runner-up Dean LaPointe, former WCS winner John Zimmerman and Golden Sands Speedway young charger Brandon Selle.

Among the local heroes hoping to defend their Jefferson Speedway turf are John Ovadal, Jr., multi-time Jefferson champion Dan Chesmore, hard-charging Jim Jarlsberg and Jason Erickson.

A pair of 30-lap qualifying races will help set the field for the 100-lap main event. Four other divisions of competition will be offered, including the Sportsman division, hobby stocks, International four-cylinders and entry-level four-cylinder Bandits. Pit gates will open at noon, with practice to begin at 1 pm, qualifying at 4:30, and the first green flag flying at 7 pm.

Jefferson Speedway is located on halfway between Cambridge and Jefferson on Highway 18.

with a two car-length advantage. Mathews secured third, while Morrissey drove his car, still scarred from an early-race fender-rubbing incident, to an impressive fourth-place finish. Melbinger rounded out the top five.

At the finish 18 cars were still in competition, with 11 remaining on the lead lap.

Earlier in the day, Jeff Weinfurter edged out Don Turner and Frank Kreyer in the first qualifying race, while in the second contest Rick Corso edged out Kenny Richards and Biers.

The next WCS event will be the only appearance of the Series this season on a quarter-mile oval, as Jefferson Speedway will host the "Jefferson 100" on Saturday evening, April 23. The main event will be a 100-lap contest, while twin 30-lap qualifying races will set the balance of the field. Pit gates will open at noon, with practice to begin

at 1 pm, qualifying at 4, and the first green flag to fly at 7 pm. Support divisions will include the track's Sportsman, International, hobby stock and Bandit classes.

Jefferson Speedway is located on halfway between Cambridge and Jefferson on Highway 18.

### RESULTS

#### WCS SUPER LATE MODELS

Feature: 1-10: Charlie Menard, Eau Claire; Adam Royle, Farmington, MN; Ryan Mathews, Lake Geneva; Andrew Morrissey, DeForest; Rory Melbinger, Marshfield; Jeremy Lepak, Wausau; Mark Eswein, Wisconsin Rapids; Jeff Kendall, Montello; Jim Carlson, LaCrosse; Dean Cornelius, Chaska, MN.

11-20: Terry Baldry, Omro; Frank Kreyer, Pardeeville; Dexter Bean, Westby; Chris Weinkauff, Merrill; Kenny Richards, Montello; Don Turner, LaCrosse; Blake Horstman, Rockland; Rick Corso, McHenry, IL; Jason Weinkauff, Merrill; Jeff Weinfurter, Wisconsin Rapids.

21-23: Kelly Biers, Mauston; Rod Brewé, Kaukauna; Erik Darnell, Beach Park, IL. Qualifier 1: Weinfurter; Turner; Kreyer. Qualifier 2: Corso; Richards; Biers.



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## Inspections, Practices Slated at 'Zone, R@PP

BEAVER DAM, WI -- Wisconsin Motorsports & Entertainment is busy preparing its two race facilities, at Beaver Dam and Oshkosh, as the 2005 season quickly approaches.

The first of three scheduled practices and inspections, on Saturday and Sunday, April 16-17, will be for race car technical inspections only. The inspections will take place starting from 10 am-2 pm both days, and all drivers intending to race at The Raceway at Powercom Park and the Powercom Speedzone in 2005 are asked to bring their cars for inspection at this time, if possible. Wisconsin Motorsports intends to have the majority of the cars competing in its weekly divisions fully inspected and registered prior to the actual opening dates for each facility.

Inspections at Powercom Park in Beaver Dam will be on Saturday, April 16, by the main building. There will be tech inspectors available to also answer any question or concerns. At the Powercom Speedzone in Oshkosh, the inspections will be held on Sunday, April 17, inside the pit area, where the main building will serve as the headquarters for regular raceday activities.

Teching will promptly begin at 10 am and end at 2 pm both days. Reserve pit stalls, 2005 PowerCards, driver registrations and other driver information packets will be available during these inspections.

On Saturday and Sunday, April 23-24, the pit areas will open at approximately



The spacious grandstands of The Raceway at Powercom Park will be open to fans anxious to watch their favorite racers practice on the half-mile oval on April 30.

10 am at both facilities for the first on-track practices of 2005. Inspections will also take place at that time, and the first wheel will be allowed onto the track from noon-4 pm.

On Saturday, April 30, pit gates again will open at approximately 10 am at Powercom Park, with inspections topside and the pits opening for registration, etc. On-track laps will begin at noon.

On Tuesday, May 3, the Speedzone pits will open for practice and inspection at 4 pm, with practice commencing at 5. Practice and inspection will promptly conclude at 8 pm. There will be a small charge for pit passes.

The general admission side will open at noon with free admission to the public on both April 30 and May 3. The public will also be invited to purchase a 2005 PowerCard, which can be used at either facility. The 2005 "Kids' Klub" will also be

available for purchase for children up to 11 years of age.

Call the corporate office at (920) 887-1600 Monday through Friday, 9 am-3 pm, with any questions.



The Powercom SpeedZone in Oshkosh is ready to welcome fans for a preseason practice on May 3. (WI Motorsports photos)

Our next issue will be published  
Wednesday, April 20



## Hot Laps

### Former Racer Hendricks Recovering at Home

ASHLAND, WI -- Jim Hendricks, husband of long-time CFRN columnist Fay Hendricks and a former racer, is in his Germantown home recovering from a significant heart procedure which included a triple bypass and its various after-effects.

Jim Hendricks was hospitalized prior to and during the Easter holiday weekend and has only recently been able to return home for his recovery. According to Fay, his recovery process has been slow but steady, and it is not known how long it will take, but Jim is expected to make a full recovery.

Well-wishes can be sent to Jim and Fay at N98 W15815 Shagbark Road, Germantown, WI 53022-5152, or to CFRN.

### Fund-Raising Opportunities Available at Manitowoc Expo

MANITOWOC, WI -- The Eastern Wisconsin Stock Cars club is offering volunteer groups a chance to raise some money by helping at the club's races this summer at the Manitowoc Expo grounds.

Volunteer groups who can supply ten people to help with the concession stand can raise \$250 per night during the Saturday night races. These groups or others can raise another \$100 by returning Sunday morning and cleaning the grandstand area.

Groups can sign up for either option or both by contacting EWSC concession supervisor Bill Hofteizer at (920) 467-6791. Dates will be reserved on a first-come, first-served basis. Race nights run from May 7 to September 17.

### Mid-Am Stocks Welcome at 141 Practices

FRANCIS CREEK, WI -- Mid-American Stock Car Series drivers are invited to attend open practice sessions at the 141 Speedway in Francis Creek on Saturday afternoons, April 16 and 23, from 2-6 pm, according to track owner Matt Rowe.

The Mid-American Series will make point race stops at the quarter-mile paved oval on Saturday nights, June 25 and September 3.

There will also be open practices every Tuesday from 4 pm to sunset beginning April 19 at 141 Speedway.

### Stockton Focus Midgets Ppd.

STOCKTON, CA, April 9 -- Saturday night's USAC "Fred Gerhardt Open Wheel Classic" at the Stockton 99 Speedway was postponed due to heavy rains at the quarter-mile paved oval.

## Season Opens at LaCrosse with Wins for Lamoreaux, Steinhoff, Schill

WEST SALEM, WI, April 9 -- Saturday night was the start of another season of racing at the LaCrosse Fairgrounds Speedway, and a great turnout of fans enjoyed a night of bumper-to-bumper and side-by-side racing.

Mark Lamoreaux stole the spotlight in victory lane with an impressive win in the late model feature. The caution came out on lap 2 after a Kraig Burrows spin to slow a strong three-car battle for the lead between Lamoreaux, Troy Goodnough and Kevin Nuttleman. The caution flag flew again on lap 9 for Andy Niles and again on lap 23 when Todd Oliver and Jim Hagel tangled. With two laps to go Lamoreaux took control and held on for the win.

In the Sportsman feature Randy Steinhoff took the win after another tough battle. Michael Albrecht also shared in the lead for a few laps, but Steinhoff held off a close field.

The Thunderstock feature saw some early three-wide racing between Mary Schill, Ron Heller and Ed Senn, but Schill held on to wind up in victory lane.

#### RESULTS

##### NASCAR LATE MODELS

Feature: Mark Lamoreaux, Bloomington, MN; Troy Goodnough, Mindoro; Kevin Nuttleman, Bangor; J. Herbst, West Salem; Steve Holzhausen, Bangor; Andy Burgess, Fall Creek; Tony Bagstad, Cashton; Sam Andersen, Melrose; Adam Degenhardt, Coon Valley; Mike Belling, LaCrosse.

B-Feature: Kraig Burrows, West Salem; Belling; Andy Niles, Holmen.

Qualifying: Holzhausen, 19.853 secs, 98.902 mph.

Heat 1: Quinn Arnoldy, Arcadia; Jeff Krueger, La Crescent, MN; Nicholas Schroeder, Cashton.

Heat 2: Jim Hagel, Holmen; Shane Ulvestad, Holmen; Belling.

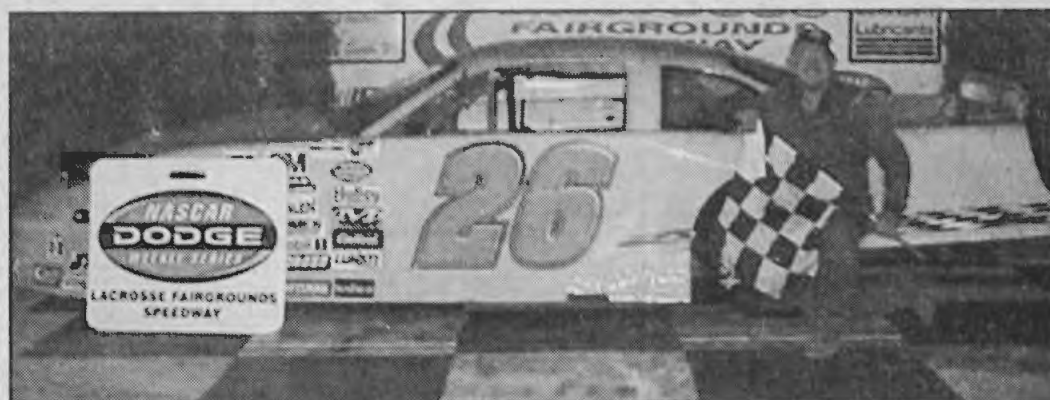
Odd Dash: Holzhausen; Herbst; Todd Korish, Holmen.

Even Dash: Bill Niles, Holmen; Burgess; Nuttleman.

##### SPORTSMAN

Feature: Randy Steinhoff, Cashton; Jimmy Gilster, West Salem; Trent Boettcher, La Crescent, MN; Michael Albrecht, La Crescent, MN; Jes Tenner, Melrose; Larry Bolster, Sparta; John Olson, Sparta; Tom Thill, West Salem; Brandon Berg, Melrose; Lucas Korish, LaCrosse.

B-Feature: Ken Lewis, Black River Falls; Jason



Mark Lamoreaux of Bloomington, MN, won the late model feature at LaCrosse Fairgrounds Speedway Saturday night.



Randy Steinhoff of Sparta won Saturday's feature in the Grand National Sportsman division during LaCrosse's season opener.

(LaCrosse Fairgrounds Speedway photos)

Dummer, Hokah; Jeff Winterfield, Westby.

Qualifying: Tenner, 22.075 secs, 88.947 mph.

Heat 1: Korish; Dan Linnehan, Sparta; Lewis.

Heat 2: Boomer Olson, LaCrosse; Chad

Rosendahl, Hokah; Rob Curran, Rockland.

Odd Dash: Bolster; Tony Leis, Middle Ridge;

Aaron Hass, LaCrosse.

Even Dash: Albrecht; Dan Gilster, West Salem;

Josh Millis, Black River Falls.

##### THUNDERSTOX

Feature: Mary Schill, Cashton; Ron Heller, Coon Valley; Andy Moore, Sparta; Ed Senn, LaCrosse; Greg Lindvig, Holmen; Adam Moore, Sparta; Wayne Smith, LaCrosse; Jason Bolster, Sparta; Al Bartels, Tomah; Charlie Vian, Sparta.

B-Feature: Jamie Dummer, Holmen; Ben Allen,

Bangor; Robert Stanfield, LaCrosse.

C-Feature: Jason Stark, Holmen; Kurt Abbott,

Hokah; Steven Cleveland.

Dash: Andy Moore; Smith; Corey Barney,

LaCrosse.

Heat 1: Vian; Barney; Senn.

Heat 2: Tony Wheeler, LaCrosse; Smith;

Lindvig.

Heat 3: Joey Johnson, Mindoro; Andy Moore;

Bill Inglett, LaCrosse.

Heat 4: Lonnie Klonecki, Arcadia; Bartels;

Bolster.

Heat 5: Jerry Aylsworth, LaCrosse; Steve

Bornitz, Holmen; Kyle Voss, La Crescent, MN.

## Schmitt Tough in Badger Kart Club Opener

by Mike Weaver

DOUSMAN, WI, April 10 -- The Badger Kart Club opened up its 2005 championship points series this past Sunday at Badger Raceway. With clear skies and temps in the 70s, a large crowd of racers came out to take part.

Apparently not all the racers took part in the practice sessions the week before, as several bad crashes and plenty of smaller ones dragged out the program, and officials had to cut the features short for many of the classes later in the day.

One of the best races all day was the second Yamaha Lite heat. Cagey veteran Mark Jung took the point right from the drop of the green flag but was challenged constantly by defending class champion Nic Johnsrud and Ryan Rutzinski. The action was three-wide but extremely clean, and at the end Jung prevailed, but he admitted afterward that it was a tough race.

Austin Schmitt seemed to have his way with the Animal Senior Lite class. Schmitt won both heats and took the feature by well over 20 kart-lengths. Scott Adler had very similar fortunes in Senior Sportsman Heavy, winning a heat race and demolishing the field in the feature. Adler's son Joey also came up big, winning the SSX Junior Can feature, despite pressure from Pat Olsen, who raced him clean but came up just short at the end.

Travis Kosik won his heat race and the HPV Junior feature by over 20 kart-lengths each. Aron Scalissi won Briggs Heavy by over eight seconds and took a close second in Briggs Animal Senior Heavy to Kelsey Bauer in the feature.

Shawn Campbell got off to the same start as in 2004 by winning the opening feature race of HPV Heavy. Zack Emmons made a tremendous third-to-first pass to capture the win in the HPV Lite feature. Tommy Anderson barely edged out Eric Sutcliffe for his first feature win in two years in the HPV Junior Sportsman headliner. Robby Mueller got past Kodiak Wirtz on the final lap of the Briggs Animal Junior Sportsman feature to capture the checkers.

#### RESULTS

Briggs Animal Lite: Austin Schmitt, Kelsey Bauer, Patrick Flaherty.

HPV Jr.: Travis Kosik, Jesse Wirtz, Jacob Feder.

HPV Sr. Lite: Zack Emmons, Brian Weber, Nicole Baier.

Briggs 4-cycle Sr.: Aron Scalissi, Lonny Roy, Ken Neitzel.

125cc Shifters: Brian Julien, Randy Reichardt, Don Chrzan.

Jr. SSX Can: Joey Adler, Patrick Olsen, Jared Kalnins.

Expert: Tom Mayr, Terry Thomas, Joe Brenner.

Briggs Animal Jr.: Gavin Hallman, Steven Wirtz, Mike Stroik.

Yamaha Heavy: Mike Fuchs, Wayne Johnson, Scott Weber.

Yamaha Lite: Nic Johnsrud, Ryan Rutzinski, Mark Jung.

Briggs Animal Heavy: Kelsey Bauer, Aron Scalissi, Todd Erickson.

Junior Can: Justin Sund, Jason Foley, Autumn Berg.

HPV Sr. Heavy: Shawn Campbell, Ryan McNeil, Dominic Petri.

HPV Jr. Sportsman: Tommy Anderson, Eric Sutcliffe, James Bennett.

2-cycle Jr. Sportsman: Kevin Bowler, Ben Hewitt, Andrew Kiedrowski.

Briggs Animal Jr. Sportsman: Robby Mueller, Travis Sabatka, Kodiak Wirtz.

Sr. Sportsman Heavy: Scott Adler, Darrek Travis, Nick Orth.

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## Grundy County Speedway Congratulates Our 2004 Champions



(l-r) Chris Sontag, Street Stocks  
Promoter Frank Welch  
Eddie Hoffman Jr., Late Models  
Dave Gentile Jr., Mid-American

## Weekly Friday Night Racing Begins

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MORRIS, ILLINOIS

## PSR, Iron Eagle Racing to Join Forces for 2005 Season

OREGON, WI -- The team at Performance Specialties, a race chassis and suspension builder in Oregon, will work in conjunction with Iron Eagle Racing and its driver, Tim Schendel of Sparta, for the 2005 race season.

Schendel will drive a number 21 super late model built and prepared by PSR at a variety of area specials. The team will compete in selected events in the CRA Super Series and the Midwest Allstar Racing Series as well as special events at Madison International Speedway, Slinger Super Speedway, Elko (MN) Speedway and Wisconsin International Raceway. In addition, Iron Eagle Racing will continue to compete in the NASCAR Midwest Touring Series.

Greg Johnson of Sparta will be the crew chief for both cars.

The team will compete in 27 different events, including the upcoming CRA series race at Anderson (IN) Speedway on April 16, and the season openers at Slinger Super Speedway and Madison International Speedway. Team information is available on the web at <www.TimSchendel21.com> and <www.psrracing.com>.



## Neitzel Ready for IRA Title Defense

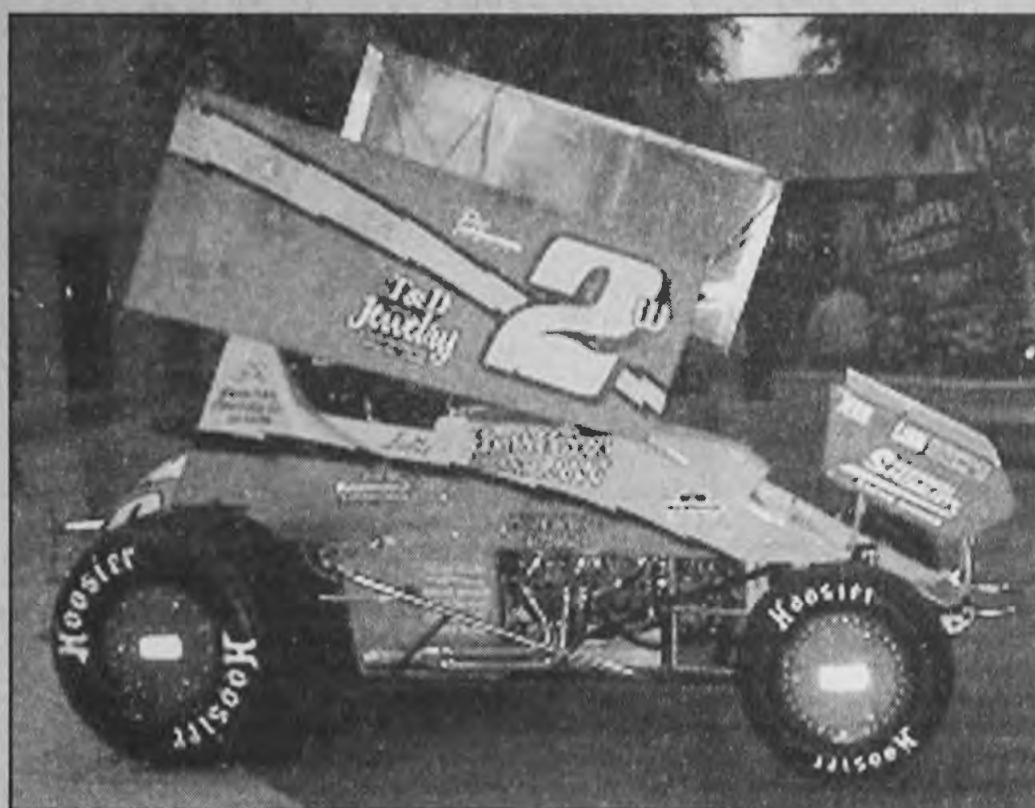
BEAVER DAM, WI -- After a long winter's rest, 2004 Bumper to Bumper IRA Outlaw Sprint Series champion Scotty Neitzel is ready for the green flag, and the chance to defend his title.

"We intend on running for the championship again, but we also want to run some outside shows again, which we did not do last year while concentrating on the championship," stated Neitzel recently.

The 2004 season saw the team focus on its goal of nailing down the long-awaited title, opting to skip many regional events at various venues to ensure maximum readiness for all IRA point shows. "Normally, we try to hit Attica (OH) and Hartford (MI), but in years past we have hurt parts and equipment that we felt could have hurt our overall chance at the title (in '04)."

Neitzel will represent the IRA at venues from Ohio to Iowa in 2005. His team recently put the finishing touches on his primary car in order to show it off to the public at a recent open car show in the Beaver Dam Mall.

Plans for the team's first race are set for Oskaloosa, IA, on Saturday, April 16.



Defending IRA champion Scotty Neitzel's number 2W, on display at the recent Beaver Dam, WI, car show. Neitzel plans on actively defending his championship in 2005. (Brenda Neitzel photo)

## Grundy County Speedway Readies for '05 Opener

MORRIS, IL -- The Grundy County Speedway is about ready for its 2005 opening night, April 29, at the Fairgrounds in Morris, with racing slated for an 8 pm start.

"Traditionally, this has been one of our busiest nights, with over 100 race cars filling the pit area for the past several season openers," said Frank

Welch, promoter of the speedway. "Everyone has been working hard during the off-season, preparing their cars for this opening night, and we usually see some real surprises."

Practice for the upcoming opener has been scheduled for Saturday afternoon, April 16, and again on Sunday, April 24, starting at noon on

both days, with free admission to the grandstands.

A new four-cylinder, strictly stock division will take to the track this year, giving the first-time drivers a place to hone their skills in a low-budget

class. Late models, Mid-Americans and street stocks will also be on hand each week for racing action at the third-mile paved oval located just north of I-80 on Route 47 near Morris.

## WI Motorsports Forms 'Kids Klub' for Beaver Dam, Oshkosh Tracks

BEAVER DAM, WI -- Wisconsin Motorsports & Entertainment, LLC, has announced a partnership and promotion program for its 2005 "Kids' Klub" at The Raceway at Powercom Park in Beaver Dam and the Powercom Speed Zone in Oshkosh.

At the Beaver Dam location, the accounting firm of Westra, Tillema and O'Connor, LLC, will have the naming rights. To the north, the Oshkosh Bank's branches in Fond du Lac, Oshkosh and Appleton Wal-Mart Supercenters have been named.

The newly organized "Kids' Klub" will offer its members special privileges throughout the entire 2005 racing season. A five-dollar membership fee registers young fans for special events and privileges, weekly contests, monthly giveaways and promotional items. Upon registration, all members will receive a 2005 "Kids' Klub" T-shirt and coupons for special promotional items and special privileges.

Additional associate partnerships and promotions are available at either facility. Call the corporate office in Beaver Dam Monday through Friday, 9 am-3 pm, at (920) 887-1600 for further details.

"Kids' Klub" ambassadors Kim Murray and Amy Grunst will be at The Raceway at Powercom Park beginning at 11 am on Saturday, April 23, for registration. At the Powercom Speedzone, Debbie Chamberlain and Lisa Dawson will be on board to start the registration starting at 11 am on Sunday, April 24.

## Kinser Captures WoO Main at Eldora

NEW WESTON, OH, April 9 -- Steve Kinser won his 31st feature on the historic high-banked, half-mile Eldora Speedway Saturday night and the 516th feature in his World of Outlaws Sprint Series career, while taking over sole possession of the Series' points lead. Kinser led all 30 laps to pick up his third victory of the season.

Kinser started on the front row and quickly jumped out front and built a lengthy advantage. Two early cautions bunched the field, but Kinser pulled away with each restart. From mid-pack, Tim Kaeding slid up to the cushion inches off the wall and picked off cars until he was behind third-place Kraig Kinser, before second-place Sammy Swindell's right-rear tire blew with eight laps complete, bringing out another caution.

On the restart, the younger Kinser and Kaeding waged a side-by-side duel for second until lap 15, when Kaeding slid around Kinser and found himself 1.6 second behind Kraig's father.

Kaeding sliced that advantage to less than half a second by lap 25, but then Kinser cleared slower traffic, and Kaeding could not catch him. Kraig Kinser finished third, followed by Chad Kemenah and Brooke Tatnell.

Kraig Kinser paced the field in qualifying by turning a lap in 13.095 seconds at 137.457 mph.

### RESULTS

#### WORLD OF OUTLAWS SPRINTS

Qualifying: Kraig Kinser, 13.095

secs.

Heat 1: Danny Lasoski, Craig

Dollansky, Brandon Wimmer.

Heat 2: Rob Chaney, Tim

Kaeding, Greg Wilson.

Heat 3: Paul McMahan, Ryan

Coniam, Kerry Madsen.

Heat 4: Jeremy Campbell, Shane

Stewart, Butch Schroeder.

C-Main: Randy Hannagan, Larry

Neighbors, Danny Smith.

Dash: Sammy Swindell, Steve

Kinser, Jason Solwold.

B-Main: Cody Geldart, Kenny

Jacobs, Joey Saldana.

A-Main: S. Kinser, Kaeding, K.

Kinser, Chad Kemenah, Brooke

Tatnell, Dollansky, Solwold, Madsen,

Lasoski, Stewart.

## Swindell Powers to WoO Sprint Victory in Eldora Prelim

ROSSBURG, OH, April 8 -- Sammy Swindell shot past Jason Solwold Friday night at Eldora Speedway to capture the World of Outlaws Sprint Series preliminary feature victory. The victory marked the first time car owner Guy Forbrook has visited Eldora's winner's circle.

Swindell cruised along in the feature while chasing Solwold, who earned his first Series pole in only his second Outlaws race at Eldora. Solwold was leading on lap 12 when he caught the rear of the field, and he ran the middle groove on the high-banked, half-mile oval as he worked through lapped cars. But Swindell went around the outside of Solwold and extended his lead to secure the 25-lap win by 1.29 seconds.

Following Swindell to the finish were Solwold, Steve Kinser and Chad Kemenah.

In the four heat races, the red flag came out five times after drivers with little or no experience on the legendary track found themselves upside down. The scariest incident sent Mark Hery to nearby Coldwater Hospital for observation after he met the turn 4 wall and flipped violently down the front straightaway. Rescue crews removed him from his car, and he waved to the crowd before being placed in the ambulance for transport to the hospital.

This was also the first night as Eldora's owner for NASCAR star Tony Stewart, who purchased the track last November from the legendary Earl Baltes and put on his promoter's cap for the first time. Two previous attempts to open Eldora's 2005 season were canceled by rain.

Kemenah paced the 49-car field with a lap around the half-mile, high-banked oval in 12.829 seconds at 139.222 mph, slightly off of Craig Dollansky's record 12.707-second run on April 13, 2002.

### RESULTS

#### WORLD OF OUTLAWS SPRINTS

Qualifying: Chad Kemenah,

12.929 secs.

Heat 1: Paul McMahan, Tim

Shaffer, Kenny Jacobs.

Heat 2: Jason Sides, Butch

Schroeder, Jason Solwold.

Heat 3: Danny Smith, Bill Rose,

Shane Stewart.

Heat 4: Sammy Swindell, Kerry

Madsen, Brooke Tatnell.

C-Main: Daryn Pittman, Kraig

Kinser, Phil Gressman.

Dash 1: Solwold, Kemenah,

Jason Meyers.

Dash 2: Swindell, Craig

Dollansky, Rose.

B-Main: Joey Saldana, Brian

Paulus, Tim Kaeding.

A-Main: Swindell, Solwold, Steve

Kinser, Kemenah, Kaeding, Meyers,

Dollansky, Stewart, Shaffer, Donny

Schatz.

## Farley Speedway Set to Host Open LM Shootout This Friday

FARLEY, IA -- The Farley Speedway will be the site of the 2005 Open Late Model Shootout opener. The popular series brings together top dirt-track late model racers under a common set of rules.

On Friday, April 15, action gets underway on the big half-mile dirt track with hot laps at 7 pm and racing to follow. The headliner of the night will be a 50-lap late model feature paying the winner \$6,000.

Drivers expected to com-

pete in the Open Late Model Shootout at Farley include Steve Boley, Ray Guss, Jr., Gary Webb, Darren Miller, Brian Harris, Denny, Dave and Andy Eckrich; Jeff Aikey and Brian Birkhofer, plus local hotshoes Ron Barker, Luke Merfeld, Mark Curwen, Dan Shelliam, Jeff Tharp and more.

In addition, the open-wheel modifieds and the Farley Flyers will also be in action.

There's still time to pick up your extra copies of CFRN's 2005 Race Fan Guide! Call (715) 682-6677 to get yours!

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# Lehmann Tops Badger Clash at Spoon River

by Bryan Gapinski

CANTON, IL, April 10 -- Donnie Lehmann captured the 30-lap Gateway-Badger Midget Series co-sanctioned event Sunday night at Spoon River Speedway. The event opened the season for both sanctioning groups.

Brandon Waelti jumped into the lead at the start and paced the initial four circuits before polesitter Danny Stratton moved under Waelti for the lead. Stratton pulled away to a two-second advantage before the first caution appeared on lap 8.

Back under green Stratton rebuilt a two car-length lead over Waelti, while Lehmann, Steve Knepper and Davey Ray battled for third during the race's middle stages. A three-car tangle on lap 18 bunched up the field for a restart, but during the caution a section of the track lighting malfunctioned. The field was stopped for 20 minutes for the repair, and during the red flag Ray and three other drivers made tire changes, moving them to the tail of the field.

Two laps after the restart Lehmann moved into second place, and he passed Stratton for the lead on the same lap. Over the final ten laps there were three cautions, but Lehmann finished 2.07 seconds ahead of Knepper, while defending Gateway Series champion Mike Hess, who started 21st, charged to finish third ahead of Shane Hollingsworth. Ray recovered from his tire change to round out the top five finishers.

"We had our car set up for the final ten laps and just hung around the front of the field until that point," commented Lehmann, who has countless midget feature victories in his 18-year career, but this was his first in a BMARA-sanctioned event.

The BMARA continues on April 30 at the Butler Battlegrounds in Quincy, MI, while Gateway returns to action on May 15 at Belle-Claire Speedway in Belleville.

## RESULTS

### BMARA MIDGETS

Feature: 1-10: Donnie Lehmann; Steve Knepper; Mike Hess; Shane Hollingsworth; Davey Ray; Brandon Waelti; Danny Stratton; David Gough; Tim Siner; Mario Marietta.

11-20: Korey Weyant; Mike Heiss; Rick Mueller; Bray Loyet; Ric Forbes; Aaron Fiscus; Chad DeSelle; Ron Kuhn; Craig Carey; Matt Hummel.

21-22: Joey Montgomery; Cody Wisensel.

Semi-Feature Winners: Weyant, DeSelle.

Heat Winners: Waelti, Montgomery, Mueller, Stratton.

# Luxemburg Sets Dates for Practice, Car Show

LUXEMBURG, WI -- Luxemburg Speedway track officials have announced that a car show and practice will be held at the third-mile clay oval on Friday, April 22, from 6-10 pm.

The car show and practice are open to drivers in any division. Cars can be put on display on the midway behind the grandstand beginning at 4:30 pm, and the practice session for all divisions will commence at 6. Trophies will be awarded for the best appearing cars in the IMCA modified, stock car and hobby stock classes, the street stock, sport four, Lady Four divisions, and as a promoter's choice. Cars do not have to be displayed to be eligible for the best-appearing awards; all cars in attendance will be judged.

The car show and practice session will be free to spectators, while each car and driver will pay a small fee to enter the pit area; all others entering the pits will be charged a fee. There will be food and drink available both under the grandstands and in the pit area. Teams are reminded that individuals must be 18 years old to enter the pit area; 14- to 17-year-olds must have a signed minor release by their parent or guardian.

"We're anticipating a real good turnout for this practice," said track manager Rick Goral. "Last year we probably had (representatives of) ten or 11 different classes of cars show up. I don't see this being any different. The only difference is that the practice will be held under the lights. It should be fun."

The season opener is

# Wilberg, Samples, Marocco Garner Rockford Regular Season Opener Wins

by Kevin Ramsell

LOVES PARK, IL, April 9 -- The 58th racing season opened at Rockford Speedway with a former track champion, a first-time winner and the oldest driver racing taking home feature wins.

Bobby Wilberg, a seven-time track champion, returned to the weekly show, started on the pole of the 30-lap late model feature and dominated the event. Defending champion Ricky Bilderback challenged Wilberg early but slipped back when his car got loose on lap 12. Wilberg opened up a two car-length lead and went on to his first checkered flag of the season.

With the new format being used at Rockford this season, the top three from tonight's feature will start further back in the field next week. When asked about this, Wilberg said, "It really don't effect me or Ricky (Bilderback). We are used to coming from the back. It will probably put on a better show for the fans."

Gene Marocco celebrated his 65th birthday by winning the RoadRunner 20-lap feature. David Lignell jumped out to the early lead, while Marocco sat in second until there were two laps to go, when he moved inside going into turn 1 to take over the top spot. Marocco turned 65 on April 10.

Randy Samples took his first-ever feature win in the American Short Tracker division. Samples started on the pole for the 20-lap feature and, along with Jason Bragg, took off to a 20 car-length lead over the rest of the field. With seven laps to go Samples and Bragg got loose; Samples kept going while Bragg spun, but it didn't bring out a caution. Two laps later Jason Evans and Tim Steger got together to slow action.

With three laps to go Dave Eggert made contact with the wall to bring out the final caution, but Samples still cruised to the win.

"I love it. The guys busted their butts all winter long, worked hard on this car and did a great job," an excited Samples said in victory lane.

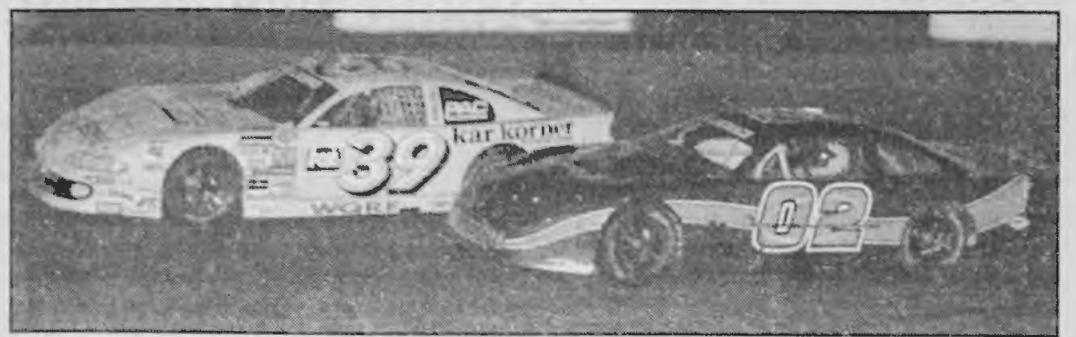
Racing action returns to the Rockford Speedway next Saturday night, joined by the Legends, Banderos and Supercup divisions. Heat races start at 6:30 pm. For more information, please call the track office at (815) 633-1500.

## RESULTS

### NASCAR AMERICAN SHORT TRACKERS

A-Main: Randy Samples, Rockton; Donald Russell, Loves Park; Steve Cavin, South Beloit; Jason Evans, Loves Park; Nick Cina, Jr., Loves Park; Aaron Rude, Cambridge, WI; Jason Bragg, Rockford; Tim Steger, Rockford; Jack Atchison, Stillman Valley; Larry Dickinson II, Rockford.

Heat 1: Russell; Samples; Atchison.



Bobby Wilberg (39) and Ricky Bilderback (02) battle for the lead in the early going of Saturday's NASCAR late model feature at Rockford Speedway.



Jason Evans (38) and Nick Cina, Jr. (10) battle for position in the American Short Tracker feature Saturday night at Rockford Speedway.



Gene Marocco celebrates an early 65th birthday present with family and friends in victory lane at Rockford Speedway Saturday night.

(Rockford Speedway photos)

Heat 2: Cina; Evans; Bragg.

### NASCAR LATE MODELS

A-Main: Bob Wilberg, Orfordville, WI; Ricky Bilderback, Rockton; Jon Reynolds, Jr., Roscoe; Matt Berger, Loves Park; Bob Kahler, Belvidere; Jerry Gille, Roscoe; Bill Hobson, Roscoe; Chad Misslich, Rockford.

Heat: Reynolds; Bilderback; Wilberg.

### NASCAR ROADRUNNERS

A-Main: Gene Marocco, Machesney Park; David Lignell, Rockford; Dan Sander, Rockton; Pat Smith, Loves Park; Billy Robinson, Orfordville,

WI; Wanda Dobbs, Rockton; Joshua Lundy, Rockford; Terrance Robinson, South Beloit; Tom Filippo, Jr., Byron; Ricky Weimerskirck, Rockford.

B-Main: Robinson; Derek Nichol, Roscoe; Ricky Nielsen, Rockford.

Heat 1: P. Smith; Gilbert Brewer, Belvidere; Dobbs.

Heat 2: Marocco; Sander; Chad Smith, Poplar Grove.

Heat 3: Lignell; Weimerskirck; Robinson.

Challenge: P. Smith; Jerry Jackson, Machesney Park; Jerry Mesch, Rockford.

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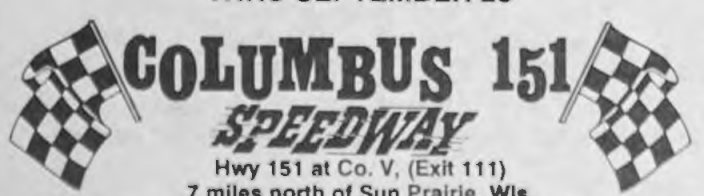
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## Doar, Christiansen Win as Cedar Lake Kicks Off Season

NEW RICHMOND, WI, April 8 -- Cedar Lake Speedway opened its 2005 season Friday with a 70-degree afternoon, a full pit area of 162 cars, and a large, enthusiastic crowd. CLS debuted a new five-class program this year with the addition of WISSOTA Midwest modifieds.

The street stocks' first feature of the season saw Jeff Heintz grab the early lead. A caution on lap 3 led to a three-wide battle for the lead between Heintz, Rod Debernardeaux and Keith Tourville, which Debernardeaux won, and for nearly five circuits Debernardeaux and Chris Peterson traded paint for the lead before Peterson eventually drove away. On lap 13 Debernardeaux blew a tire to bring out the caution, but from the restart on Peterson was too much for the competition and took the checkers, followed by Jim Gullikson, Heintz, Tourville and 24th-starting Scott Paulson.

Kevin Sexton overpowered the front-row starters and took command of the modified feature. After a caution polesitter Joey Jensen reclaimed the top spot, and after a spin by Sexton on lap 7 Dev Malmlov used the cushion to take the lead from Jensen. But Malmlov soon suffered underhood trouble, and over the last five laps Jason Miller and Craig Christiansen raced door to door for the lead, exchanging it several times. By less than a yard Christiansen edged out Miller for the victory, while Jensen finished third ahead of Dave Cain and Steve Arpin.

The super late model feature was slow to get rolling after a couple incidents on the



This would be as close as John Kaanta (85) would get to Pat Doar (11), who walked away with the win in the super late model feature at Cedar Lake Speedway during the Friday night opener.

first few laps, but the race smoothed out and went nearly caution-free the rest of the way. Pat Doar took the lead early and never gave the field a chance, while John Kaanta secured second early and made a late run, but he was slowed by lapped traffic. Doar took the checkers with Kaanta, Rick Hanestad, Terry Anvelink and Tent Follmer in tow.

Mike Weber jumped out to the early lead in the super stock feature, with Tim Borgerson, Dale Gangl and Dave Mass on his tail. Weber built a solid lead and won by a comfortable margin, and Ryan Aho put a great top-side move on Mass to claim second.

The last race of the evening was the feature debut of the Mid-mods at CLS, and Troy Jordan and Chuck Arpin led the field to the green. By lap 5 Shane Sabraski had powered his way to the front, before Dane Durbin climbed the backstretch wall and brought out a caution on lap 7. Sabraski again showed his strength after the restart and took the checkered, followed by Jordan, Danny Bayer, Jim

Schweitzer and Shane Halopka.

### RESULTS

#### WISSOTA STREET STOCKS

Heat Winners: Chris Peterson, Mark Froelich, Rob Debernardeaux.

Feature: Peterson, Jim Gullikson, Jeff Hintz, Keith Tourville, Scott Paulson, Corey Rosen, Mike Kalkbrenner, Doug Fisk, Jeff Nelson, Shawn Kammerud.

#### WISSOTA MIDWEST MODIFIEDS

Heat Winners: Troy Jordan, Chuck Arpin, Dan Wheeler.

Feature: Shane Sabraski, Jordan, Danny Bayer, Jim Schweitzer, Shane Halopka, Shawn Phillips, Bryan Siercks, Wheeler, Matt Weisman, Chad Patterson.

#### WISSOTA SUPER STOCKS

Heat Winners: Tim Borgerson, Dale Gangl, Danny Thomas.

Feature: Mike Weber, Ryan Aho, Dave Mass, Borgerson, Gangl, Brent Mueller, Ryan Wiome, John Stepan, Greg Nippoldt, Mike McCaughan.

#### WISSOTA MODIFIEDS

Heat Winners: Joey Jensen, Jed Moore, Craig Christianson, Brandon Jensen.

Feature: Christiansen, Jason Miller, J. Jensen, Dave Cain, Steve Arpin, Blake Jegtuig, Moore, Ben Gordon, Kelly Estey, B. Jensen.

#### SUPER LATE MODELS

Heat Winners: Mike Nutzmann, Darrell Nelson, Pat Doar.

Feature: Doar, John Kaanta, Rick Hanestad, Terry Anvelink, Trent Follmer, Joel Cryderman, Nelson, Ron Schriener, John Sietz, Nick Anvelink.

## Day 2 of CLS Opener: Hanestad, Christiansen Collect Wins

NEW RICHMOND, WI, April 9 -- With Mother Nature in full cooperation, Cedar Lake Speedway fans and drivers enjoyed its second day of the 2005 race season. Another 70-degree day led to another great fan turnout and 165 race cars pulling through the rear gate.

The street stock feature started with Scott Paulson jumping out to the early lead, while Jim Gullikson and Chris Peterson battled throughout the race for second. Paulson cruised to a solid lead and took the checkers by half a straightaway, with Gullikson second, followed by Peterson, Scott Clark and Randy Sprague.

Shawn Polonoski and Doug Gustafson were joined by Craig Christianson in a three-car battle for the lead in the modified feature, but it didn't take long for Christianson to drive off into the lead. A caution on lap 15 bunched the field, but on the restart Christianson was too strong and picked up his second feature win of the weekend. Gustafson, Steve Arpin, Kelly Estey and Joey Jensen rounded out the top five.

The super late model feature started with Nick Anvelink jumping out to an early lead, but after several laps Rick Hanestad drove around Anvelink and pulled away. A caution on lap 16 flew after a spin by Duane Mahder, and the restart put Tom Nesbitt on Hanestad's bumper, but Hanestad drove away to take the checkers. Nesbitt finished a solid second, followed by Anvelink, Darrell Nelson and Trent Follmer.

Darin Meierotto simply drove away from the super stock feature field by lap 3, while for second Mike Weber and Kyle Peterlin traded fenders before Peterlin's motor let go. Weber tried on several restarts to drive around Meierotto, but Meierotto took the checkers followed closely by Weber, Tim Borgerson, Brent Mueller and Danny Thomas.

Justin Schill jumped to the lead in the Midwest modified main event after a good battle with Erik Peterson ended when Peterson jumped the cushion on lap 5. A caution on lap 7 bunched up the field and created a four-wide battle between Schill, Dan Wheeler, Shane Sobraski and Shawn Phillips, and after that battle



Rick Hanestad (71) races to the inside on Nick Anvelink (15) on his way to Saturday night's super late model feature win at Cedar Lake Speedway.



In Saturday night's modified feature at Cedar Lake, Joey Jensen (21) and Doug Gustafson (68) gang up on Craig Christiansen (4), but to no avail - Christiansen won his second feature in as many nights at CLS.



Darin Meierotto (36) proved he's ready for 2005 by capturing Saturday night's super stock feature at CLS.



Dave Lear (66) and Dave Cain (2c) slid their modifieds through one of Cedar Lake Speedway's corners during action Saturday. (Neil Miller photos)



Modifieds perform before the huge crowd Friday night on hand for Cedar Lake Speedway's season-opening doubleheader program. (Neil Miller photos)

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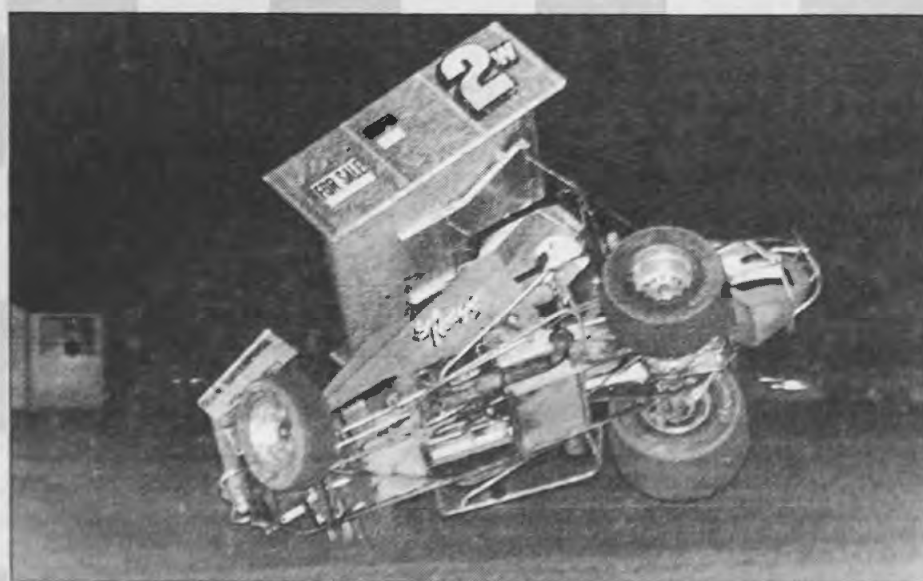
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## USAC Event to Open R@PP Season

BEAVER DAM, WI -- One of the most anticipated open-wheel racing events in Wisconsin will kick off the 2005 season at The Raceway at Powercom Park on Saturday, May 7. For the second straight season the track will host a USAC National Sprint Car Series and National Midget Car Series doubleheader.

"The fact that only eight National Sprint-Midget doubleheaders will be held this season throughout the country makes this a must-see event for fans," commented track general manager Rex Melius.

Last season Jay Drake won one of his four victories which catapulted him to his first Sprint Car Series title. The event - the second of 35 events in 2004 - played a key role in Drake's championship season, giving him the lead for the remainder of the year. Drake finished 74 points ahead of Bud Kaeding for the championship; Kaeding failed to make the feature line-up for the R@PP event.

In the midget feature last year, J.J. Yeley made a brilliant last-lap pass of Kevin Doty as the pair exited turn 4 to capture the 30-lap feature. Yeley secured a late-minute ride for the event from car owner Karl Warnke. The feature saw five lead changes among four drivers. Following Yeley, and Doty were Davey Ray, Cory Kruseman and Tony Elliott.

Tony Stewart leads all USAC feature winners at the facility with two victories, while single wins have been registered by Donnie Beechler, Doty, Elliott, Drake and Yeley.

Gates open at 1:30 pm, with racing starting at 4. Tickets are on sale now by calling (888) 647-8899.

## Bickle to Race at MIS Opener

by John Wells

OREGON, WI, April 4 -- Madison International Speedway promoter Steve Einhaus has announced that Rich Bickle, Jr., will be returning to the Oregon paved half-mile for its season opener on Sunday, May 1.

Bickle is a past track champion, with titles in 1985-'86. Bickle has 16 career feature wins at Madison, putting him 11th on the all-time win list.

The season opener includes the first-ever appearance by the Wisconsin Challenge Series for super late models. Also on the racing card will be the Big Eight Limited Late Model Series.

"We are very excited about our opener," said Einhaus. "The WCS and Big Eight Series will bring big numbers of cars to Madison. It is going to be a great day of racing, and we are very happy to have Rich racing with us."

Bickle will be amongst a talented field of drivers that includes the return of Madison's all-time feature winner, Dick Trickle.

Pit gates for the May 1 race will open at 10 am, hot laps will be at noon, and qualifying is at 1:30 pm. Racing action will begin at 3:30. An open practice day will be held from noon-5 pm on Saturday, April 30, for all divisions that will be racing at MIS in 2005.

Weekly racing action in 2005 returns to Friday nights, with the opener set for Friday, May 6. Divisions in action include the ASA late models, super late models, Midwest trucks and Area Sportsman. For more information call the track at (608) 835-9700.

## May, Regnier, Joosten Win LGR Features

by Dale R. Erdmann

LAKE GENEVA, WI, April 9 -- The weather was perfect Saturday night at Lake Geneva Raceway, as weekly oval track excitement moved into its second week of action here.

Eddie May of Crystal Lake, IL, won the 40-lap feature race for the super late models, despite numerous caution periods. Matt Kocourek slipped in front early on, with Don Collins at his side until James Swan moved into second on lap 2. On lap 9 May picked up the lead position by getting past Kocourek.

The first of three quick cautions came on lap 13, when Michael Kruschke, in his first night out, spun. The second came two laps later when Landry Potter lost power, sending everyone behind him scrambling. On lap 20 Kruschke and Jeff Lorenz made contact, and again the pace was slowed. Despite three more cautions over the final 11 laps, May won the event just in front of Jamie Wallace. Kocourek nipped Jeff Holmgren, Jr., for third, and Russ Blakeley rounded out the top five.

Adam Regnier of Twin Lakes was the only Wisconsin driver to win a feature, taking the 25-lap main event for the super stocks after surviving an early melee. The feature had just started when Regnier and Craig Mertes made contact. Al Kuphal charged in front for one lap before Ken Eisbrenner moved ahead, and Kuphal remained in second until lap 5, when Regnier gained second place.

On lap 9 Regnier took over the lead, while Josh Wallace took third. The final caution came on lap 13 when sixth-place Dave Edwards spun, but on the restart Regnier moved back out front. With six laps to go Mike Gunderson grabbed second and pulled to within inches of Regnier at the line. Wallace finished third just ahead of Eisbrenner, and Tom Roney nipped Scott Norton for fifth.

Kenny Joosten of Wonder Lake, IL, won the 30-lap sportsman feature after overcoming last week's handling problems. The race nearly went non-stop as Joosten led wire to wire. Ken Smart fell short in a nice run, finishing second, and Jeremy Bloomberg, John Senerchia and Brad Keith, in his first appearance ever here, filled out the top five.

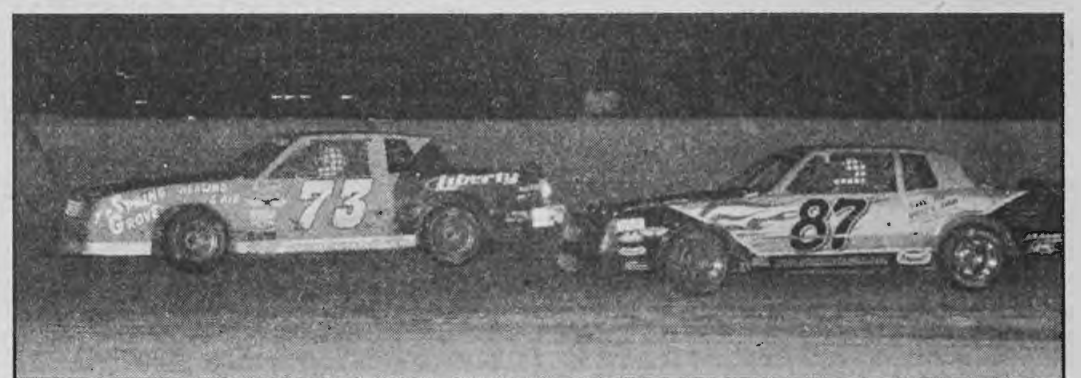
The first special of the season comes up this Saturday night, April 16, with the annual Spring Fling for the Big 8 series race cars. Drivers from the Tomahawk, Wausau, Columbus and Jefferson tracks will join the LGR millennium cars, and all drivers will receive 300 track points for participating. Waupan's Jeff Steinbergen won the first Big 8 feature ever here. For this season the Big 8 rules require cars to have a MSD rev limiter box. The feature



Kenny Joosten (47) battles with Gary Norton (5) during Saturday's Sportsman feature at Lake Geneva Raceway.



Eddie May (2), leads Jeff Holmgren, Jr. (5) and Jamie Wallace (outside) on a late restart in the late model feature at LGR Saturday.



Adam Regnier (73) holds off a challenge by Ken Eisbrenner (87) during the super stock feature Saturday at 'Geneva.

(Mark Melchior photos)  
will pay \$500 to win. The regular divisions will also race, and there will be no increase in admission prices. Time trials begin at 5:45 pm, and the first race is at 7.

### RESULTS

#### SPORTSMAN

A-Main: Kenny Joosten, Wonder Lake, IL; Ken Smart, Oconomowoc; Jeremy Bloomberg, Hampshire, IL; John Senerchia, Oak Forest, IL; Brad Keith, West Bend; Gary Lamonte, West Allis; Jamie Dorsey, Rockford, IL; Adam Berge, East Troy; Gary Norton, Hebron, IL; Scott Ascher, Sussex.

Heat: Joosten; Smart; Norton.

Time Trials: Berge.

Trophy Dash: Berge; Senerchia; Bloomberg.

#### SUPER LATE MODELS

A-Main: Eddie May, Crystal Lake, IL; Jamie Wallace, Pell Lake; Matt Kocourek, Racine; Jeff Holmgren, Jr., East Troy; Russ Blakeley, Delavan; James Swan, Lake

Geneva; Mike Meyerhofer, Burlington; Michael Kruschke, Muskego; Don Collins, Trevor; Brad Norgard, Pell Lake.

B-Main: Todd Lehr, Genoa City; Kruschke; Dave Thomas, Franklin.

Heat 1: Mike Simon, Sr., Grayslake, IL; Meyerhofer; Jeremy Spoonmore, Somanauk, IL.

Heat 2: Lehr; Rob Summers, Lake Geneva; Collins.

Time Trials: Holmgren.

Trophy Dash: Wallace; Holmgren; Kent Burkoth, Burlington.

#### SUPER STOCKS

A-Main: Adam Regnier, Twin Lakes; Mike Gunderson, Wind Lake; Josh Wallace, Pell Lake; Tom Roney, Ridgefield, IL; Scott Norton, Wonder Lake, IL; John Maki, Jr., Antioch, IL; Dave Timan, Grayslake, IL; Tom Jastrab, Genoa City; Dave Edwards, Salem; Randy Schneider, Burlington.

Heat 1: Dustin Holland, Genoa City; Schneider; Timan.

Heat 2: Regnier; Jastrab; Craig Mertes, Antioch, IL.

Time Trials: Roney.

Trophy Dash: Gunderson; Roney; Norton.

## Eldora Hoping to Get ALMS Event In

ROSSBURG, OH, April 11 - Attempt number two at getting the American Late Model Series started at Eldora Speedway will take place this Saturday night, April 16. ALMS was to serve as the Eldora lid-lifter on March 26, but inclement weather thwarted the attempt to run.

Current ALMS points leader Aaron Scott hopes to turn around last year's disappointment when he led the chase towards the crown for the majority of the season, only to lose the championship to Kris Patterson in the final two races. Scott kicked off his 2005 campaign with a victory at Limaland Motorsports Park last weekend and is hoping to carry that momentum into Eldora, where he remains winless in ALMS competition.

Since teaming up with Holcomb Motorsports three seasons ago Scott has improved upon his Eldora runs, but prior to that he admits to being a little apprehensive of Eldora. Team leader Shane Holcomb has coached Scott to the point that he has to be considered a contender whenever they pull into the Eldora pits area. The team has four Series wins to date.

To date, 41 points races

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## Teen Takes Tulsa Focus Midgets

TULSA, OK, April 9 -- Sixteen-year-old Dustin Morgan of Collinsville captured Saturday night's opening race of USAC's brand-new Oklahoma Ford Focus Midget Series at the 3/8th-mile dirt Tulsa Speedway.

Morgan led all 25 laps to beat Matt Sherrell, Jasiel Randolph, Evan Sewell and Matt Johnson.



## Edwards to Join Kenseth at Kaukauna WCS Event

by Kevin Ramsell

CAMBRIDGE, WI, April 8 — RK Race Promotions promoter Roy Kenseth has announced that NASCAR Nextel Cup driver Carl Edwards will be competing in the Factory Motor Parts/AC Delco All-Star Challenge event on Tuesday, June 21, at Wisconsin International Raceway in Kaukauna.

Edwards, along with fellow Roush Racing driver and 2003 NASCAR champion Matt Kenseth, will be competing in the 100-lap Wisconsin Challenge Series event.

In 2004, Edwards had three wins, nine top-five and ten top-ten finishes while finishing fourth in the overall NASCAR Craftsman Truck Series. Later that year, he made his debut in the NASCAR Nextel Cup Series, where he racked up one top-five and five top-ten finishes. This season, Edwards won both the Nextel Cup and Busch Series races at Atlanta Motor Speedway. He has become a fan favorite by doing one of his famous backflips when he wins a race.

"This is exciting to have one of racing's brightest young talents to come and race for the fans in Wisconsin," stated Roy Kenseth. "This will be a fun event for everyone involved."

The purse for the 100-lap event will range from \$500 to start to \$5,000 to win.

Advance tickets are now on sale at the Matt Kenseth Fan Club Headquarters in Cambridge, and DJ's Speedzone at Northland Mall in Appleton and at 1812 Plover Road in Plover. A VIP package is also available, which includes reserved seating and parking, unlimited food and drinks, an autographed item, an exclusive question-and-answer session, and other benefits.

## Illiana Set to Open for Season

SCHERERVILLE, IN, April 7 — The half-mile paved Illiana Motor Speedway oval will kick off its 2005 stock car racing season on Saturday night, April 16. This year will mark the 58th season of auto racing competition at Illiana.

Late model, limited late model, Mid-American Sportsman, TurboStox and pure stock divisions will highlight the opening night's competition. A large field of competitors is expected in all classes, as recent practice sessions might indicate.

The gates open Saturday at 4 pm, with time trials set for 5:30 and the first race getting the green flag at 7 pm.

Upcoming season specials include a 100-lap

ASA Late Model Series feature on June 4, the fourth annual Elmer Musgrave Memorial 100-lap CRA Series event on June 25, the Molenaar Classic midseason championships on July 2, the seventh annual Racefest, featuring the HOSS outlaw winged sprints, on August 6, the season championships on September 10, and the 44th annual Tony Bettenhausen 100 on September 17.

For more information, call the Speedway at (219) 322-5311. The track is located on U.S. Highway 30, about two miles east of U.S. Highway 41, or 5-1/2 miles west of I-65, in Schererville.

## Matthees, Timm Collect Deer Creek Opener Wins

by Bill Nelson

SPRING VALLEY, MN, April 9 — A balmy 70-degree afternoon greeted a large crowd and 144 race cars at Deer Creek Speedway on the opening night of the 2005 racing season.

The street stock feature was one of the best in recent memory, as Shaun Wehlage jumped into the early lead. Fred Prudoehl took over second, but with 12 laps to go Tom McEldowney moved outside on Prudoehl for the spot. With eight laps left McEldowney took over the lead, and Steve Eischens secured second on the next lap. Wehlage and McEldowney swapped the lead over the next few laps, with Wehlage out front as a caution flew with three laps remaining. On the restart McEldowney moved low for the lead and Wehlage slid up the track, allowing Eischens to take second. Eischens then worked past McEldowney into the lead and held on for his first career feature win here, with McEldowney in second and Wehlage third.

Jerry Young took the early lead in the Midwest modified feature. Tim Siskow slipped to allow Jason Cummins to move into third, and a caution with 11 laps remaining let Cummins pull alongside of Young. On the restart. With two laps remaining Young slipped, allowing Cummins to take the lead and his first feature win at Deer Creek.

The super stock feature saw Dennis Earney take the lead before an early caution flew. On the restart Troy Brand and Earney raced hard for the top spot. Dustin Nelson then caught Brand, and the

two exchanged second until Nelson finally secured the position with 12 to go. Nelson then used the bottom groove and challenged for the lead. Another caution flew with two laps remaining, and during the pace laps Earney pulled off the track, handing the point to Nelson. Brand got a good jump on the restart and ran side by side with Nelson coming to the white flag, but Nelson held on to win.

The modified feature started with Bob Timm jumping from the second row into the lead. Tim Donlinger brought out the only caution of the event as he spun, and on the restart Timm received heavy pressure from Steve Wetzstein. By the halfway point the leaders were into lapped traffic, but Timm and Wetzstein worked through the cars as Todd Scharkey worked into the top three and battled Wetzstein for second. Timm pulled out to a ten car-length advantage at the white flag and took the win, while Wetzstein held on to second over Scharkey.

For the late models the high side was the preferred line early, as Troy Brand and Paul Novotny battled for the lead. Brand kept the point until lap 12, when Andrew McKay took the lead away from him. With nine to go Brand tagged the wall to bring out the caution, and shortly after the restart a yellow waved for a spin. On the restart Lance Matthees moved outside on Novotny for second, and with three to go Matthees pulled alongside of McKay. When McKay moved up to block him with two to go, Matthees shot below McKay, took over the top spot and

held on for the win.

The classic dwarf cars started out their final season at Deer Creek with Jeff Jech leading a three-car battle at the green. Jech appeared to be cruising to the win, but with 12 to go Mike Gaines and Corey Whalen gained ground on the leader. With four to go they where on Jech's rear bumper, and when Jech slipped up with two circuits remaining they, along with Drew Jech, moved past. At the white flag Drew Jech passed Gaines to take second and pulled alongside of Whalen, but Whalen took the win by half a car-length over Drew Jech, while Roger Torgerson got around Jeff Jech for fourth on the last lap.

### RESULTS WISSOTA LATE MODELS

Feature: Lance Matthees, Andrew McKay, Paul Novotny, Adam Hensel, Jim Carlson, Nick Herrick, Ben Mattick, Jeff Matjeka, Joe Ludemann, Kevin Keuhn.

Heat 1: Matthees, Mattick, Madsen.

Heat 2: Steve Yaggy, Brand, Novotny.

### USRA MODIFIEDS

Feature: Bob Timm, Steve Wetzstein, Todd Scharkey, Neil Eckhart, Brian Shaw, Bobby Sorensen, Nate Wasmund, Brad Waits, Barry Underdahl, Dain Schultz.

B-Main: Albert Wytaske, Matt Stark, Darin Toot.

Heat 1: Timm, Bruce Angst, B. Shaw.

Heat 2: Wasmund, Eckhart, Underdahl.

Heat 3: Schultz, Wetzstein, Tim Donlinger.

### WISSOTA SUPER STOCKS

Feature: Dustin Nelson, Troy Brand, Zach Schultz, Ferlin Miller, Dave Haberman, Jason Gabrielson, Schatney Sanders, Ryan Siegle, Kevin Hager, Cole Queensland.

Heat 1: Dennis Earney, Chris Klinger, Siegle.

Heat 2: Brand, Larry Fitzsimmons, Sanders.

Heat 3: Haberman, Nelson, Miller.

### WISSOTA MIDWEST MODIFIEDS

Feature: Jason Cummins, Jerry Young, Ryan Weber, Derrick Bridley, Ben Anderson, Kenny Wytaske, Joe

## Reffner to Run Entire American StockCar League Schedule

STEVENS POINT, WI -- Wisconsin native Bryan Reffner has signed a sponsor and will pursue the championship in the newly-formed American StockCar League in 2005, beginning Saturday night, April 30, at the I-70 Speedway in Odessa, MO.

"Reffner MotorSports will race the full ASL series this year, with The Swiss Colony as its primary sponsor," said team spokesman Jayson Edmunds.

Reffner was the second-place finisher in the American Speed Association National Tour last year and won the Governor's Cup race at The Milwaukee Mile. He was the 1994 Pat Schauer Memorial Rookie of the Year and the 1995 ASA National Tour champion. Reffner then competed as a frontrunner in the NASCAR Truck Series before returning to the ASA in 2004.

The ASL was formed in February when ASA national touring race teams met with Mid-

American Stock Car, Inc., officials to form a new series following the ASA's withdrawal from motorsports.

"I am very excited about the ASL," Reffner noted. "We run well at every track we are going to. We should be a contender for the entire season."

"Madison is always special when I come back and race. We get to do it three times this year in front of my home fans."

The ASL drivers will be competing at Madison International on Saturday nights, June 18 and July 9. Reffner's other home-state appearance will be on Tuesday night, August 2, at Wisconsin International Raceway in Kaukauna for the "Tuesday Night Shootout."

Associate sponsorship is available on Reffner's car. For more information about the team, call (715) 342-6914 or check them out at <BryanReffner.com>.

The series phone line is (920) 823-2856.

## Morrissey Lands ASL Ride

DEFOREST, WI -- Andrew Morrissey of DeForest has been named the driver of the Terry's Automotive Group entry for the 2005 American StockCar League season, beginning Saturday night, April 30, at the I-70 Speedway in Odessa, MO.

Morrissey has won late model feature races at Slinger Super Speedway, Wisconsin Dells Motor Speedway and Madison International Speedway during his relative

short but successful racing career. He finished third overall in the late model point standings in 2003 and '04 at Madison and also holds the one-lap late model qualifying record at MIS. He drove modified cars one season before moving into late models in 2001.

"I just want to win as many races as possible," Morrissey said. "I'd like to reach the top and get into NASCAR some day."

"I plan to run the entire ASL schedule and race as much as possible at MIS and Slinger. I want to run the Red, White & Blue MARS races at Wisconsin International and make some of the NASCAR Auto Zone events."

Brett Sontag drove the Terry's Automotive Group car to the rookie of the year title last year in the American Speed Association.

## Bonus Money Posted for Mid-Am Stocks, Trucks on MIS Dates

OREGON, WI -- "Triple Crown" bonus money has been posted by Madison International Speedway for both the Mid-American Stock Car Series and the Mid-Am Super Truck division.

The top five finishers for each division will receive bonus awards of \$1,000, \$500, \$350, \$275 and \$175 in addition to the normal prize money. The Triple Crown bonus awards will be presented at the joint series banquet on Saturday night, November 5, at the Leatham Smith Lodge in Sturgeon Bay.

The Mid-Am stock cars will appear on Friday nights, May 20, July 15 and August 5, at the Oregon paved half-mile. The super truck dates are Fridays, May 13, July 8 and September 2.

"In the past years, the Mid-American stock cars have put on a fabulous show for our fans," said track manager Steve Einhaus, "and the combination of our two truck series for the truck events will give our fans exactly what they are looking for."

## 'Royal Rumble' Returns to WIR During Tuesday Shootout

KAUKAUNA, WI -- Officials of Mid-American Stock Car, Inc., have announced that the popular "Royal Rumble" Mid-Am stock car-versus-super truck race will return to the half-mile paved Wisconsin International Raceway in Kaukauna on Tuesday night, August 2, as part of the "Tuesday Night Shootout." The event will be highlighted by an American StockCar League 150-lap race.

Qualifying begins at 4 pm with racing at 7:15.

In 1997 Jeff Storm won the first-ever Royal Rumble in a Mid-Am stock car, while in 1998 Danny Heinritz drove into victory lane during

the annual ARTGO/Dixieland 250 program.

The two types of vehicles both use the same 520-horsepower Mid-Am motors, but the trucks are longer and wider than the cars, while the cars have a lower roofline and shorter wheel-base.

The race will be an invitational, pitting the top eight Mid-Am stock cars in points versus the top eight Mid-Am super trucks for 30 laps. A late model invitational race is also expected to be added to the evening's line-up.

For additional information call the series office at (920) 823-2856.

## Red Cedar Season Begins This Friday

by Ed Reichert

MENOMONIE, WI -- The Red Cedar Speedway is set to open for the 2005 racing season at the Dunn County Rec Park on Friday night, April 15, at 6:45 pm.

Six classes of cars will be in action for opening night on the third-mile clay oval, as the WISSOTA Midwest modifieds are the newest addition to the racing program. They will join the WISSOTA-sanctioned late models, modifieds, super stocks and street stocks, as well as the Speedway's own pure stocks, in their second season as a beginner class.

Racing will be held every Friday night throughout the summer except on May 27 and August 12. The season will conclude on Friday and Saturday, September 23-24, with the Punky Manor Challenge of Champions.

The first special of the season comes on Thursday, May 26, with the opening round of the WISSOTA Challenge Series for late models; street stocks will also compete that night.

The Red Cedar Speedway is located on Highway 12 on Menomonie's east side. The track phone number is (715) 235-6318; more information can be obtained by calling (715) 235-5777.

## National Speedway Directory

Completely updated for 2005. The most complete directory available with the listing of the 1086 oval tracks, 337 dragstrips and 91 road courses that operate in the United States and Canada. Data includes nights of operation, exact directions, phone numbers, addresses, the size and surface of each track, types of cars, sanctioning info, schedules, etc.

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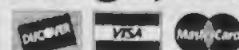
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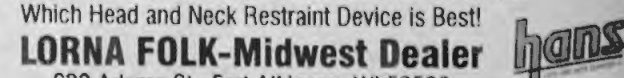
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# Birkhofer Impressive in Davenport WDRL Win

by Tom Lathen  
DAVENPORT, IA, April 8 -- Brian Birkhofer ran away from the field over the final dozen circuits Friday night to win the World Dirt Racing League Late Model Series-sanctioned event at Davenport Speedway.

After dispatching with Denny Eckrich, who had led for the opening 20 laps, the Muscatine driver extended his lead to nearly a full straightaway over runner-up driver Brian Harris at the finish. Birkhofer has won four of the six WDRL events held at Davenport Speedway since the Series' inception in 2002.

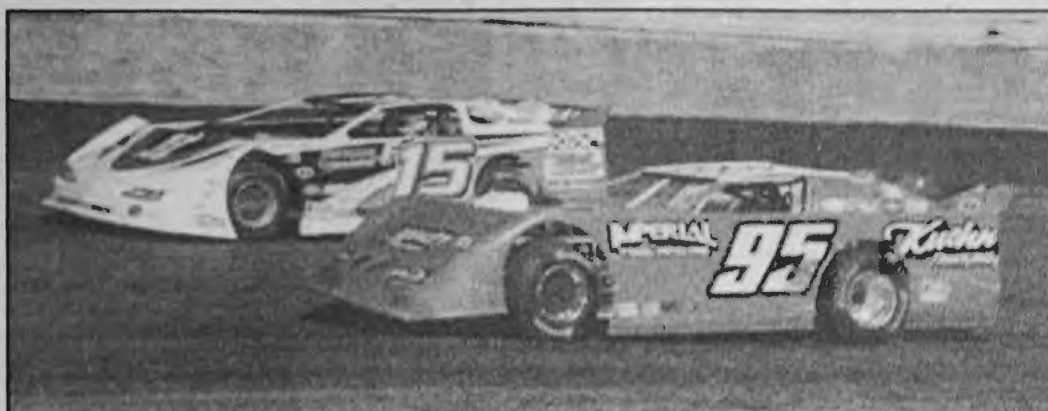
Denny Eckrich, who started on the pole, won the drag race into the first turn and led the opening circuit, with Harris running a close second just ahead of Birkhofer. Following a lap 5 caution flag, brought out when Darren Miller collided with a tire along the inside edge of the race track, Birkhofer darted past Harris to snag second.

The lead duo staged a spirited wheel-to-wheel battle over the next 15 circuits, and when Birkhofer moved high to pull alongside Eckrich on lap 14 they raced door to door over the next five trips around, before Birkhofer dove to the bottom on lap 21 and outran Eckrich to grab the point.

From there Birkhofer was slowed only by a lap 22 caution flag and took the checkers nearly a full straightaway ahead of Harris, who took advantage of the final restart to grab second. Following at the line was Eckrich, with John Anderson holding off veteran Kansas driver Al Purkey for fifth.

The night's action was marred by two rollovers during qualifying action. In the first qualifier Hazel Green, WI, driver Ace Ihm got upside down, and in the final qualifying race John Henkemeyer of Sauk Rapids, MN, rolled hard in front of the grandstand. Neither driver was hurt.

In the modified feature, Ray Guss, Jr., of Milan, IL, drove to victory over a 24-car field. Milo Veloz, Terry Lawson and Ron Barker shared the lead early before Guss grabbed the advantage following a lap 5 caution flag. Guss was pressured over the final circuits by a resurgent Veloz but held on for the win. Mike Zogg raced to second, with Bob Dominacki finishing



Minnesota natives Justin Fegers (f15) and Keith Voss (95) race at speed on the banks of Davenport Speedway during Friday night's World Dirt Racing League late model feature.



The 1A of John Henkemeyer of Sauk Rapids, MN, sits badly damaged after its rollover on the front chute of Davenport Speedway during a WDRL qualifying race Friday night.

third.

## RESULTS

### WDRL LATE MODELS

Qualifier 1: Al Purkey, Coffeyville, KS; Jeff Larson, Freeport, IL; John Anderson, Omaha, NE.  
Qualifier 2: Darren Miller, Chadwick, IL; Denny Eckrich, Tiffin; Mark Teske, Spring Valley, MN.  
Qualifier 3: Brian Birkhofer, Muscatine; Tommy Elston, Keokuk; Al Humphrey, Giltner, NE.  
Qualifier 4: Johnny Johnson, West Burlington; Steve Kosiski, Papillion, NE; Dan Shellium, Hazel Green, WI.  
Qualifier 5: Mark Wyman, Papillion, NE; Matt Furman, Iowa City; Brian Harris, Davenport.  
Consolation 1: Keith Foss, Winona, MN; Justin Fegers, Mound, MN; Caley Emerson, Grand Rapids, MN.  
Consolation 2: Andy Eckrich, Oxford; Chris

Simpson, Marion; Steve Boley, West Liberty.

Dash: Denny Eckrich; Harris; Anderson.

Feature: Birkhofer; Harris; Denny Eckrich; Anderson; Purkey; Wyman; Dave Eckrich; Cosgrove; Steve Kosiski; Teske; Boley.

### MODIFIEDS

Heat 1: Terry Lawson, New Liberty; Mark Schulte, Delhi; Bob Dominacki, Bettendorf.

Heat 2: Ray Guss, Jr., Milan, IL; Rick Hickson, Orion, IL; Mike Zogg, New Liberty.

Heat 3: Ron Barker, Dubuque; Mile Veloz, Colona, IL; Steve Johnson, Comanche.

Consolation: Marty Diercks, Bettendorf; Lee Wade, Muscatine; Todd Hansen, Muscatine.

Feature: Guss; Zogg; Dominacki; Barker; Hickson; Larry Herring, Lone Tree; Johnson; Steve Wetter, Plattesville, WI; Lee; Rich Smith, Davenport.

# Birkhofer Doubles Up with West Liberty WDRL Win

by Tom Lathen

WEST LIBERTY, IA, April 9 -- Brian Birkhofer made it two wins in as many nights Saturday, grabbing the win in the World Dirt Racing League Late Model Series event at West Liberty Raceway.

Chad Simpson, who had earned the pole, started alongside his younger brother Chris on the front row and raced to the early advantage. Birkhofer, who started fifth, blasted off the bottom on the opening circuit to grab second.

The first caution flag of the night came out on lap 11 when Steve Boley slowed, and Birkhofer pulled alongside of Simpson and the two raced door to door before Birkhofer powered by.

The caution flag waved again on lap 26 when Denny Eckrich, who had been running third, ran over debris on the track. It flew a final time seven laps later when Eckrich again slowed to a halt after a brief tangle with Sonny Findling. Birkhofer was undaunted by the delays, however, and took the checkered flag nearly a full straightaway ahead of Simpson.

Brian Harris turned in a third-place run after a runner-up finish the night before in Davenport. Two-time Series champion Kyle Berck turned in a solid fourth-place run after getting into the field on a provisional, and Matt Gilchrist fin-



Brian Birkhofer went two-for-two in WDRL feature action this past weekend, with wins in Davenport, IA, on Friday and West Liberty, IA, on Saturday. (Don Eubanks photo)

ished fifth.

## RESULTS

### WDRL LATE MODELS

Qualifier 1: Chad Simpson, Mount Vernon; Tommy Elston, Keokuk; Joe Kosiski, Omaha, NE.

Qualifier 2: Brian Birkhofer, Muscatine; Matt Gilchrist, Muscatine; Ray Guss, Jr., Milan, IL.

Qualifier 3: Dave Eckrich, Cosgrove; Brady Smith, Solon Springs, WI; Sonny Findling, Kirksville, MO.

Qualifier 4: Denny Eckrich, Tiffin; Brian Harris, Davenport; John Anderson, Omaha, NE.

Qualifier 5: Chris Simpson, Marion; Steve Boley, West Liberty; Darren Miller, Chadwick, IL.

Consolation 1: Steve Kosiski, Papillion, NE; Mark Wyman, Papillion, NE; Mark Teske, Spring Valley, MN.

Consolation 2: Matt Furman, Iowa City; Caley Emerson, Grand Rapids, MN; Kurt Kile, Nichols.

Dash: Chad Simpson; Chris Simpson; Miller.

Feature: Birkhofer; Chad Simpson; Harris; Kyle Berck, Marquette, NE; Gilchrist; Dave Eckrich; Miller; Smith; J. Kosiski; Emerson.

# Steele Wins Glen Niebel Classic at Anderson

ANDERSON, IN, April 10 -- Displaying patience and skillful thinking, Dave Steele led all 50 laps in Sunday's caution-marred USAC National Sprint Car Series "Glen Niebel Classic" Sunday at Anderson Speedway.

The Tampa, FL, native took the lead from the pole and led Aaron Pierce, Aaron Fike, Bobby East and Jay Drake across the start/finish line. "We just had a good starting spot," said Steele, now the winner of 25 USAC sprint car points-paying features. "We didn't have a great car, but we'll take whatever we can get."

After sweeping into the lead on the opening lap, Steele failed to pull far away from Pierce, who attempted to pry the point away by working the outer groove of the quarter-mile. A trio of cautions - two of which involved track favorite Eric Gordon - bunched the field up after the

eventual top four finishers battled for the lead.

When the final of those three cautions, on lap 14, ended, Steele pulled away. Over the remainder of the final 35 laps, four cautions involving six cars helped Steele, as he ran better on shorter runs and got good jumps on the restarts to beat Pierce by .622 seconds.

East, the event's final qualifier, set fast time for the event with a lap of 11.452 seconds.

In other action on Sunday, Paris Swallows, Jr., took the lead on lap 10 of the figure-8 feature after misfortune struck race leader James Peterson and second-place Terry Malone, Jr., who collided, and cruised to victory. Mike Peters, Robert Brumback, Roy Ellis and Darryl Rogers rounded out the top five.

Sam Folsom ended a two-year drought

by winning the front-wheel-drive oval feature in exciting fashion. He surged to the front on the final lap when race leader Travis Erhart got caught up in traffic. Jeremy Wilber finished second, with Dustin Burge grabbing third. The remainder of the top five included Travis Erhart and Nick Warner.

## RESULTS

### USAC NATIONAL SPRINTS

Qualifying: Bobby East, 11.452 secs.

Heat 1: Mat Neely, Marc Jessup, Kyle Nicholas.

Heat 2: Eric Gordon, Dave Darland, Bobby Santos III.

Heat 3: Josh Ford, Brian Gerster, Jonathan Vennard.

Heat 4: Darren Hagen, Jason McCord, P.J. Jones.

Semi-Feature: East, Aaron Fike, Jay Drake.

Feature: Dave Steele, Aaron Pierce, Fike, East, Drake, Tom Hesser III, Bud Kaeding, Jessup, Vennard, Neely.

# Classic Street Stock Duel Highlights Action at Anderson

ANDERSON, IN, April 9 -- Rod Phipps and Rich Boyer staged a battle to the finish in the street stock feature during Saturday night racing at Anderson Speedway.

Phipps jumped into the lead at the drop of the green flag, while Boyer made his way through the pack. The two gradually pulled away, and two-time division champ Boyer appeared to take the lead in traffic on lap 23, but a spin forced a yellow flag and the standings reverted to the previously-completed lap. Phipps then pulled away on the restart and held off Boyer by three car-lengths. Ronnie Phipps placed third filling in for Darwin Blankenship, fast qualifier Dennis Moser placed fourth, and Bruce McFall

rounded out the top five.

2004 points champion Josh Burton picked up his first win of 2005 in the SuperTruck feature. Burton started from the pole and led flag-to-flag, building a comfortable straightaway lead by the finish. Robert Lemen crossed the finish line second, and Tom Miller, Tony Broyles and Scott Broyles filled out the top five finishers.

Nick Warner became the first driver to score a front-wheel-drive figure-8 feature victory in a race that counted toward the points standings. Randy Owen gave him a battle but ended up second. Keith Morris earned third-place honors, with Jeffrey Reichardt and David Baker completing the top five.

Kreigh Leever scored the victory in the first of two front-wheel-drive oval features, taking the lead on lap 13 of 15. The remainder of the top five included Dustin Burge, Sam Folsom, Travis Erhart and Nick Warner. The second feature went to Gregg Wiley in a wild 15-lap event. Wiley emerged from a three-wide pack on the backstretch to take the lead on the eighth circuit. Kevin Harmon placed second, with Bobby Sanders, Tom Thomas and Stephanie Antrim comprising the top five performers.

Ronnie Rose and Jeff Swinford staged a memorable battle in the figure-8 feature. Rose, the 2003 figure-8 points champion, and Swinford, the 2004 figure-8 title holder,

jumped to the lead and held off Rose, the 2003 points champion, the entire way, with Rod Phipps placing third. Former division champions Mike Riddle, Jr., and Ronnie Phipps completed the top five.

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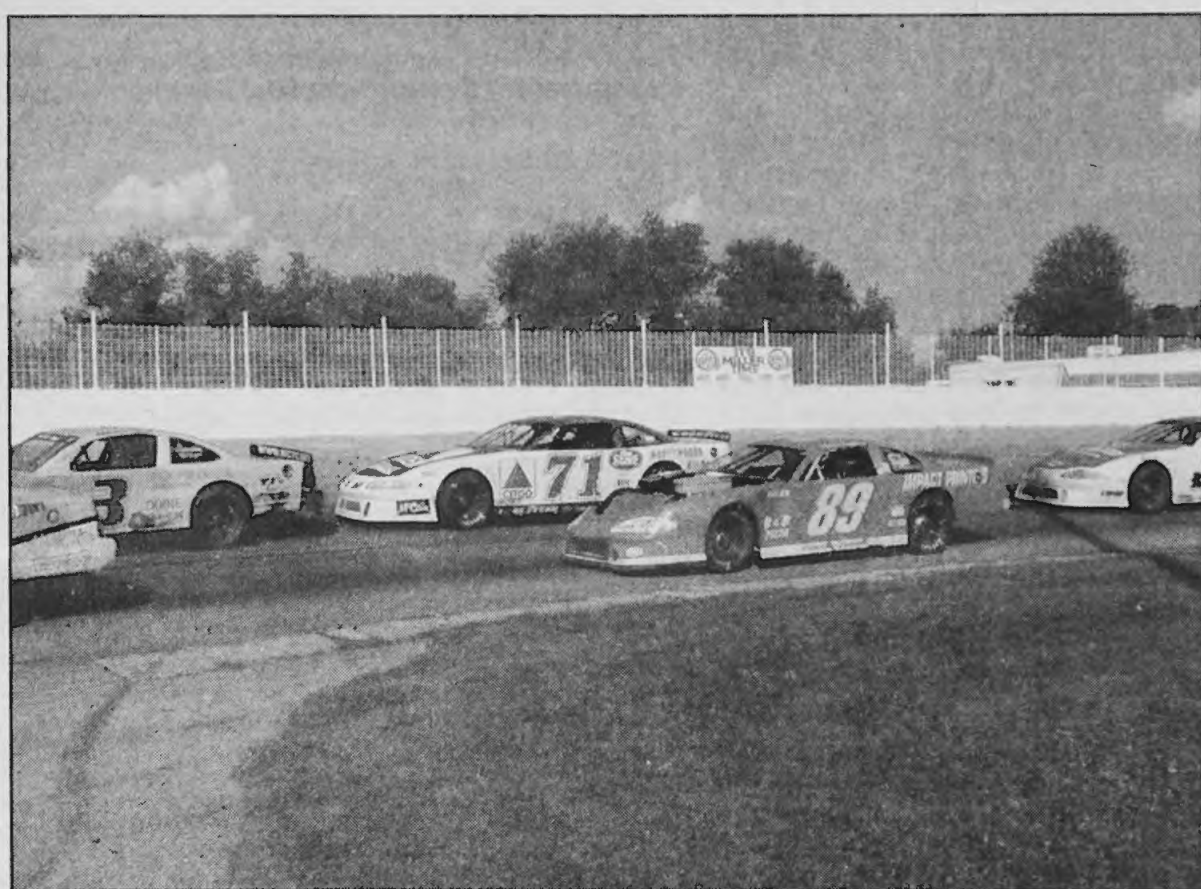


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## Runnin' the High Groove

Paul Kuyawa, Jr.



Usually about this time of year the stories are out about who has stepped up their programs in an attempt to be labeled a frontrunner. This offseason has not produced as much offseason gossip as most winter breaks do. Preferring to look back at times, I thought it might be fun to look back at some of the people, tracks and events that I personally miss.

I miss my mom and dad.

I miss home-built open trailers.

I miss guys wanting to race sprint cars for their entire careers.

I miss an honest interview from today's corporate drivers.

I miss the on-the-gas style of Rich Vogler.

I miss drivers being paid to drive race cars, rather than drivers buying rides.

I miss the house cars that used to dominate sprint car racing.

I miss the modifieds.

I miss seeing drivers run the same cars on dirt and pavement, with no specialty creations.

I miss Frank Filskov.

I miss Jeff Swindell's terrific interviews.

I miss the old non-wing Tri-Track Series - Putnamville, Paragon and Kokomo.

I miss Rick Becker's "school bus" hauler.

I miss the hard-charging Carmen Manzardo.

I miss the number 1N Nance house car.

I miss Ron Shuman.

I miss Stompin' Stanley Fox.

I miss seeing Brad Doty behind the wheel.

I miss the Santa Fe Speedway.

I miss Johnny Reimer.

I miss the supers of the '70s; all those cars had their own personalities.

I miss the Gambler Chassis Company and its house car.

I miss the New England Super Modified Association.

I miss Gib Wiser.

I miss the Waukegan Speedway.

I miss Sam Bartus and his wardrobe.

I miss the legendary supermodified-versus-late model showdowns at the Capital Speedway.

I miss the "Bristol Bullett," Bill Bohn.

I miss the famed number A3 Fred Nielsen-owned race cars.

I miss race cars with cool nicknames. One of the best was the number A24, the "Purse Snatcher."

I miss the really entertaining announcers, like Jack Biddison and Mike Babicz.

I miss the old Wilmot Open, when most of sprint car racing came to Wisconsin for five grand.

I miss Ray Toft and Andy Calin.

I miss the Beertown Showdown.

I miss Whitey Harris.

I miss the ASA races at The Milwaukee Mile.

I miss Sammy Swindell's Old Milwaukee sprinter.

I miss the flat quarter-mile paved oval at the Lake Geneva Raceway.

I miss Goodyear tires on sprint cars.

I miss the USAC stock car division.

I miss going to the races with my dad.

I miss seeing Jack Hewitt and his own personal warning system.

I miss the 50 to 60 sprint cars at Wilmot.

I miss passed away in-laws.

I miss Rick Ungar.

I miss Rick Ferkel.

I miss being able to see the drivers in their cars.

I miss the "Plymouth Pusher" and its pilot, Ron Bergsma.

I miss the coupes and sedans of the 1960s.

I miss the big three - Steve Kinser, Sammy Swindell and Doug Wolfgang.

I miss seeing the high banks of Eldora.

I miss racing my kart with the Badger Kart Club at the Dousman facility.

I miss the crappy bologna Dad and I used to eat at Dousman.

I miss the light show put on by the magnesium safety racing wheels.

I miss the Pogo house car and Larry Ninneman.

I miss the Ansell brothers - Homer, Fran and Bill.

I miss this guy Rango Messel (anyone remember him?).

I miss the "Flyin' Frenchman," Jim Ollette.

I miss Gino Wagner.

I miss Claude Potter.

I miss the Lawrence brothers, Rick and Lauren.

I miss "Super Sully," Jim Sullivan.

I miss "the Mouse," Miles Melius.

I miss "Terrific" Tommy Anderson.

I miss seeing the qualifying lines at Hales Corners.

I miss waving to the drivers when they left the pit area to pack the track at Hales Corners.

I miss walking past the pit area at the Waukegan Speedway.

I miss the times in which crewmen all wore white pants.

I miss not attending the Knoxville Nationals.

I miss "American Sports Cavalcade."

I miss Kevin Eckert.

I miss the Weikert number 29.

I miss Dave Hanna.

I miss seeing the USAC sprints when they were the "Thunder and Lightning" division.

I miss sneaking beer into the Waukegan Speedway.

I miss the time when drivers lent their cars to one another during a points race.

I miss Bill Bohn driving the number A3 coupe.

I miss seeing Johnnie Reimer in the Bohn 57, although I do have pictures.

I miss the time when racing was more fun.

I miss seeing full grandstands before qualifying is over.

I miss drivers meeting with fans after the races.

I miss Rick Schmidt.

I miss Al Schmidt.

I miss seeing spare sprint cars on top of the haulers.

I miss Fuzzy Fassbender.

I miss Alan Kulwicki.

I miss Bob Ratajczyk.

I miss Russ Reynolds.

I miss Bob Anzinger.

I miss Dennis Burgan.

I miss Jim Cossman.

I miss John Sawyer's stories.

I miss Jimmy Sills.

I miss USAC's rear-engine pavement sprinters.

I miss cars with neat sponsors, like Siebert Olds, Armstrong Mould and Smith's Speed Shop.

I miss the days when race cars were towed by regular passenger cars.

I miss the racing trips with Larry, Sandy and Scott Scriver.

I miss the Wildcat given to me by the Wildman.

I miss Tiny Anderson.

I miss perfectly executed "suu-eee!" calls.

Okay, so I'm livin' in the past, but I like it there. Over the years I have had the pleasure of meeting some of the nicest people that I call friends, all through the wonderful sport of auto racing. Some of the names are permanently etched in the memory bank. I can't remember what happened yesterday, but thanks to the above missed people, I have something that nobody can take away - memories.

Thanks, Mom and Dad, I miss you two the most.

## Ramblin' 'bout Racin'

Charlie Spry



Saturday I took one of my Bandit cars up to Jefferson Speedway for their first practice and inspection day, as I wanted to make some laps and see what would fall off the beast! Nothing did!

Some notes on cars and people there ... Ken Piotrowski has a brand new, sharp-looking late model, and crew chief Mark Piotrowski told me it is all new. "Everything, except the gauges and seat. I don't think we have hardly anything else in there that isn't new," said Mark. The car sounded real nice, too.

Former Columbus champ Andy Tomlinson brought his late model out, noting, "We are going to try a little bit of everything this year. We might race here a couple of times, maybe the Dells a couple of times, and we might race some of the shows up north (Mid-State series)." John Wasserburger has sold his super late and purchased another Tomlinson car, likely to race

at Columbus.

You have to like Chico Riedner's cars. He always has something different. This year's ride is a Caprice painted like a taxi. He always has fun with his racing. After racing a LLM last year, he is back in a sportsman car this year, and he will be competing wheel to wheel with his son Brandon. Another son, Kyle, will begin his racing later this year in the Bandit class.

Even had a Mark Muller sighting at Jefferson, the second of the young season thus far!

We took off after about three hours there, brought the car home and took off for Lake Geneva, arriving just as time trials ended. I really enjoy watching the races here, as you look right down on the cars from the grandstands. You are definitely right on top of the action.

Jamie Wallace scored a clean sweep in the super late model division last week, and while he didn't do it this week, he looks to be in a good position so far to win the track title. He won the dash and placed second in the feature to Eddie May, who has just a ton of laps under his belt here. Ironically, this feature took

by far the longest to run, with several cautions. The super stock and sportsman features ran off quickly, with some good battles in both, especially the Adam Reginer-Mike Gunderson battle to the finish, with Reginer claiming the win by inches in the super stock main.

Super stock driver John Maki, Jr., missed his heat race, therefore starting at the rear of the feature, but he was fun to watch as he worked his way up to a very nice seventh-place finish with what I will guess is one of the older cars in the division.

Every new season is exciting, with drivers moving up, sideways or down in divisions as finances and factors will indicate. Some division changes seen here tonight include former mini-hot shoe Dr. Ken Johnson going to the Millennium late models, as well as former super stock driver Rob Summers going to the super lates, with more we shall see in the following weeks. Johnson ran his Millennium late model with the super lates tonight.

Comments made by CFRN columnists are their own and do not necessarily reflect those of the staff and management of The Checkered Flag Racing News.

## Eagle Valley Opener Set

by Ed Reichert

JIM FALLS, WI -- The rumble of high-powered racing engines is set to begin again along the shores of the Chippewa River, as the Eagle Valley Speedway is set to begin its 2005 racing season on Sunday night, April 17.

The high-banked, 3/8th-mile clay oval under the direction of Janis and Jerry Weigel will again feature six classes of racing action every Sunday night throughout the summer. WISSOTA-sanctioned late models, modifieds, super stocks and street stocks will be joined by Midwest modifieds for their second year at EVS. The program will be rounded out by pure stocks.

Admission prices will remain the same as they were last year. The pit gates will open at 4 pm, with the grandstands opening at 4:30. Draw cutoff and hot laps for the drivers will start at 5:30 pm, and the first race takes the green flag at 6.

Race information on the 2005 season is available by calling (715) 223-3771 or the track at (715) 382-5367.

## New Promoters Open Season at Farmer City; Smith, Nail, Leka Win

FARMER CITY, IL, April 8 - The new race season was welcomed by the new promotion team Friday night at Farmer City Raceway. The Hammer family, known officially as TruSpeed, Inc., put on their first show, and 92 drivers and a good crowd came out to support them.

The late model feature went to Eric Smith, over Ryan Dauber. Smith led all the laps, while Dauber ran him down but just could not make the pass. Junior Shickel, Rohn Moon and Steve Sheppard, Jr., rounded out the top five.

Smith set the fast time at 13.39 seconds on the very smooth track; Dauber turned

in the exact same time. Smith won the first heat over Jeb Friedman and Shickel, while the second heat went to Dauber over Moon and Donnie Walden. All 20 late models started the feature.

Sportsman heats went to Billy Nail and Nick Macklin. Nail won the feature, with Macklin trying everything he could to get around before spinning out on the last lap.

Street stock heats went to Jim Farley and Scott Piper.

The modified class led in car count, with 34 on hand. Heats went to Kyle Logue, Jeff Leka and Jammie Wilson, and the semi-feature was won by Kyle Byerline. The feature

event went to race-long leader Jeff Leka, with Scott Bull, Derrick Neville, Jim Leka and Randy Huffman rounding out the top five.

## Tatnell Clears Customs, Gains WoO Sprint Points for Four Races

COLORADO SPRINGS, CO, April 5 -- Australian Brooke Tatnell endured countless hours of disappointment and aggravation at the hands of the Immigration and Naturalization Service so he could have the opportunity to drive on the 2005 World of Outlaws Sprint Series circuit.

Now, he has some points to show for it. Series officials awarded Tatnell 50 points for each of the four races he missed after he was denied entry into the United States in February. Officials cited a clause in the rules that basically states drivers could receive points if they attempt to race. By going through the hardships imposed on him by the INS, Tatnell was deemed as most definitely attempting to compete.

He had every intention of racing at Volusia Speedway Park in Florida in February, but upon arriving in the U.S. he was turned back by immigration officials. He returned to his hometown of San Souci, New South Wales.

"There's been some visa issue changes that were required to the visa that I had and are still valid until next year," said Tatnell. "So it's just been a snarl. They wanted me to have a different visa, and they got control of the dice. They sent us back home, and I'm very fortunate that my car owners have been totally behind me. They're the ones who had solicitors on the phone fighting to get me back here in time."

Finally, after receiving a call in Australia, he raced to the embassy with his passport, had it approved and headed directly to the airport. He had kept his bags packed for three weeks for just this reason.

Tatnell boarded a plane at 3 pm in Australia, landed in Los Angeles 14 hours later (still on the same day thanks to the time change), rushed to catch a flight to Phoenix, arrived at 4:15 pm at Manzanita Speedway, qualified ninth quickest and finished fifth in the preliminary A-main feature

## Jackpot Junction Tour Primed for Historic Opener

NEW RICHMOND, WI, March 27 -- Regardless of who wins the race, the opening night of the ninth annual Jackpot Junction Tour will be one for the history book.

IMCA sprint cars following the Minnesota-based series will make their first sanctioned appearance in Wisconsin on Friday night, May 27, at Cedar Lake Speedway.

From the 3/8th-mile high-banked clay oval at New Richmond, the tour returns to more familiar turf for events on

Saturday, May 28, at Arlington Raceway and Sunday, May 29, at Redwood Speedway in Redwood Falls. Doubleheaders are also scheduled at Arlington and Redwood Falls on July 16-17 and September 3-4, with the final race set for Tuesday, September 6, at Boone, IA, during the IMCA Super Nationals.

All series events pay a minimum of \$600 to win, based on 16-car fields, and figure toward national and local track point standings as well. Races at Arlington and Redwood also count in

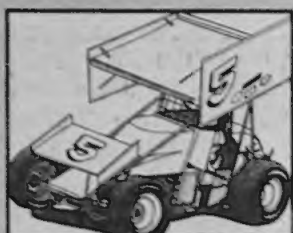
Minnesota state standings. The tour champion earns a \$1,000 share of the \$4,650 point fund to be paid out to the top ten drivers in points.

Scott Broty of Prior Lake, MN, became the tour's first two-time champion last year. He'd also topped the 2002 points chase. Terry Reilly of Watertown, SD, leads all drivers with ten career series feature wins.

Questions about the Jackpot Junction Tour can be directed to tour director Bob Allen at (507) 931-4803



## The Infield



Well, I'm back! As things work themselves out back home in Pennsylvania, I want to extend a thank you from my entire family for your thoughts and prayers. The entire experience has made us all appreciate the things we have and the time we have with each other even more - a lesson in life that we

could all benefit from.

One big thing that has happened in the past couple weeks is the spiraling cost of fuel. It's not just in our region, but nationwide. While I will agree that for some justified reason the Wisconsin government seems to think we here in the Badger State should be number one nationwide when it comes to fuel prices, the national average is still hanging around \$2.22-2.25 per gallon. Now I am not bringing this point up to cast any big dark shadows over everyone but simply to point out that it is something that we are all going to have to deal with. And, face it, it will not go away, nor will it get any better. Economics 101!

What's even funnier is that an analyst I was watching on a political discussion on Sunday pointed out that the inflationary rate is "cheaper" than the price of gas was during the oil embargo of the '70s. Now, correct me if I'm wrong, but I do not remember it costing anyone \$25 to \$30 just to fill up the tank on the family car back then. The cold, hard truth of the matter is that gasoline will be taking a higher priority in the family and team budgets than ever.

Before you begin rolling your eyes and ask where I am going with this, let me say: Yes, I am on another one of my political soapboxes again. And while I appreciate you reading this, I also encourage each of you to express your own views and opinions, but in the proper manner. Calls and letters to your local and state politicians will increase the pressure on them, and, believe it or not, if enough pressure is put on them, they will look at ways to improve things. It's called democracy, and if used correctly it does work. If you would rather sit back and do nothing more than complain while popping open a cold one, then it will work that way as well, as the fat cats will continue to fleece your pockets. Government 101.

What all this ranting means, as I attempt to bring it all together, is this. We, as an industry, need to do a much better job of taking care of the fans than we have in the past. I am not implying that we haven't, but I'm simply saying that we need to find more ways to entice them to the track and keep them entertained and happy. We need to give them a reason to spend the money on gas and tickets. If a fan leaves the track at the end of a night knowing that he or she got their money's worth, chances are they will come back and - dare I say it - bring another along to share the entire experience with. And if the fans are having a good time, then there is actually a related effect in the pit area. The competition level is raised, and there is an overall good feeling among the competitors and teams. It's human nature. Psychology 101.

Enough school-work for now, and in case you are wondering, with the season looming directly in front of us, yes, I do intend to keep feeling out some of these volatile political issues. As long as I am hearing complaints from fans that warrant saying something, I'm gonna say it. The way I see it, the worst that can happen is that I am not allowed into a track or asked to leave. All that means is that I spend more time with

the family.

**News and notes from the infield:** With the season quickly approaching, and with my recent absence, I figured it was time to give everyone a quick rundown on what to expect from whom in 2005. It's going to be fast and furious so, hang on!

- 2004 IRA champion Scotty Neitzel is intent on backing up his success of last year, and he and his team also want to hit some non-sanctioned shows in the region as well. Continuity is the key here.

- Scott Bierterz and his team have been very busy at the shop, taking a lesson out of Neitzel's own book in preparing themselves for the upcoming season. Last year I predicted that Scott would win his first IRA race, but an unforeseen engine situation at the onset of the season kept them from seeing that first checkered flag. This year, that will not be a problem, and with three new chassis ready for competition, I feel pretty good at saying the same thing this year.

- Kurt Winker will return to action more often, again teaming with Hartnell Motorsports. The former Filskov champ may wake up with many teams as well as fans, just like at the "King of Wisconsin" show at Wilmot in 2004.

- The 2005 rookie of the year title chase is shaping up to be a good one. All contenders have plenty of experience behind the wheel, and all have more than paid their dues. Lloyd Dykstra and K.J. Skelton have turned hundreds of laps in competition against each other, and with both moving up full-time to the touring outlaw sprints in '05, look for a little spark when they find each other on the track. Billy Balog, the Alaskan-turned-Cheeshead (courtesy of Brian Coleman), has spent the better part of the past four years wheeling sprints from Alaska to Washington state, picking up a few titles of his own. Matt Folstad also has a couple of titles on his resume, including Jackson Nationals 360 champion and last year's winner of the Earl Kouba Memorial at Princeton (MN) Speedway. Just when it looked like the Grand Forks, ND, pilot was content to concentrate on 360s, the team has now indicated that it will be a contender for the IRA rookie title and be on hand for at least 75 percent of the schedule.

- Donny Goeden fans can rejoice. The 1999 IRA champion will be working with none other than Bob Walldan and Mike Ptasenksi, taking turns wheeling the number 78 at selected venues. It may not be full-time or permanent, but it is some of the best news from the Goeden camp in a long time.

- Do you think Joe Roe wants title number ten? Bet on it! Fresh horsepower and a back-up motor were Achilles' heels in that camp in 2004. Problem solved. Add to that the desire after watching his friends all celebrate at last year's awards banquet, and you have a recipe for determination.

- Expect the number 51M of Jim Melis to be back more often in 2005, which is a welcome sight. Last season Jim concentrated on business at home and work, which saw him traveling extensively, but not even a recent accident will not keep him down this year. His plans include running at Dodge County come hell or high water, and making 75 percent of the 2005 shows.

- Tim and Larry Vandevier, Brian Kristan, Scott Grissom and a host of others will see more action in 2005, and the real winners will be the fans. They say variety is the spice of life; well, 2005 is looking like one very spicy bowl of chili!

- Matt Wasmund and the Jackson, MN, gang will be making as many shows as their budget will allow. 2004 was disappoint-

## Paul Pittman

ing for the good doctor, but it did allow he and his team to focus on sponsorship and equipment. With that all taken care of, it's time to go racing.

- John Sernett will be back, and he's bringing the family along. Tim Sernett will join John as selected events in a two-car effort.

- Team racing seems to be the way to go, given the economy. The most recent announcement was the partnership of Joe Kouba and Jerry Richert, Jr. - both well-known for their prowess in WISSOTA, and both really wanting to step their 410 programs up. By combining their efforts, they hope to make the most of their experience and resources.

- Ty Bartz has switched to a different chassis manufacturer, courtesy of Ed Gifford. They have two ready to go; all they need now is a green flag!

- Joe Symoens is green-lighted to go in 2005, after suffering a season-ending injury at Antigo last year. He's had over half a year to sit and ponder, so look out.

- Ed Gifford and Jeff Mitrison will make as many IRA shows as their schedules allow, beginning with the first scheduled IRA show on April 16 at the Southern Iowa Speedway in Oskaloosa. New chassis and fresh power give Ed and Theresa plenty of reason to expect big things in 2005.

- Jason Johnson has made some changes in his operation in the off-season as well, including with chassis and sponsors.

- John Haeni and KIN-X Motorsports is expected to do a "retro" fit on their operation including a return to an earlier paint scheme. Lead by "Constantine" (the chassis they won at the 2004 IRA awards banquet), the team is looking to find the consistency that took them to the top.

- Kim Mock and Mike Kertscher will be joined by former rookie of the year Charley Osborn at more selected shows in 2005. Kim is also trying a bit of a "retro" plan of his own, doing a lot of the work on the chassis he won at the awards banquet at home and returning to a work ethic developed when he won his championship titles in 1994 and 2001.

- No word from Dave Enders and his camp yet, although he has been very busy helping neighbor Scott Cowman with his new 53-foot trailer. Mike Reinke will be competing primarily at Notice again, but he will also hit as many IRA shows as his schedule allows. As for Dave, experience has taught me to expect anything from him. Another team staying quiet is Steve Meyer's number 85M, but that is nothing new from the reigning "King of Wisconsin."

Well, I told you it was a lot of information coming at you fast. How the season will shake out is anyone's guess, but it will take care of itself. Remember, everyone must deal with the same conditions, be they economic or track, and once the checkered flag falls, it's time to focus on the next night. My biggest advice: Read the rule book, be ready to go as soon as called upon, and keep a calm head. Let events work themselves out and have fun!

For us, the fun starts next Saturday, April 16, at Oskaloosa, the night after Knoxville's open practice night. Speaking of which, the folks at the Dodge County Fairgrounds in Beaver Dam have scheduled an open practice as well, for April 27. There is no substitute for seat time and laps. The first points show for the IRA will be on April 30 at the same Dodge County Fairgrounds.

So, there you have it. Class is dismissed! It's time to go racing!

## North Tundra Racing Beat

## Jerry O'Brien



It is nice to be semi-retired and able to take off Friday morning to go racing. We did just that this past weekend, journeying to the Cedar Lake Speedway for their two-day opener.

Since the farm in Webster is still closed up, we opted for a motel and found lodging in New Richmond. It was super to be lodged only eight miles from the track for a change.

Past early openings at CLS have been - well, frigid, to say the least. Not so this time, with temperatures in the low 70s during the day and 50s at night. The only drawback was that the wind was pretty stout. In previous years I used to sit on the cooking grill to keep warm, resulting in "hot crossed buns!"

This was the earliest opening weekend for the speedway in its 48 years of operation. The warm weather brought out fans in droves; I believe the crowds both days were the biggest in recent memory. The new monster grandstand on the east side (backstretch) was filled Saturday and nearly full on Friday. I still think there is some merit in pulling an "Atlanta" and flip-flopping the front and back stretches here.

The track stood up well for the first race of the season. It did show up some bumps in the turns, but some judicious grooming seemed to take care of that for the features. The complaint that the track "rubbers up" (i.e. has rubber laid down on the bottom groove), resulting in nose-to-tail racing with no passing (known in the vernacular as a "freight train" - shouldn't it be "passenger train," as there are at least 24 passengers?) usually stems from the late model drivers. Everything is blamed for this, from tires to track prep, but (at least on a weekly basis) perhaps the order in which the features are run may have something to do with it. It seems to me if you run four other divisions' features, then run a 30-lap late model feature, the chances of the track taking rubber is higher than if the features were run in a different order.

CLS tried this by running the late model main event right after the street stock and modified mains. It's the wider late model tires that seem to lay down more rubber than the narrower tires of the other divisions. Anyway, it seemed to work, as the track was very racy all over its surface, resulting in some great racing.

It couldn't really be that simple, could it? Maybe blaming the brand of tire for the track taking rubber isn't valid if the promoters run their late model feature first or second. Come to think of it, both the Superior and Proctor speedways run their late model features either first or second in their programs.

It appears that Pat Doar has regained the "mojo" that made him nearly unbeatable a couple of seasons ago. Friday night at CLS he started outside on the front row and literally disap-

peared from the rest of the field. You know how it is when you get onto a boat or ship and you need to gain your "sea legs?" Well, I must not have my "race eyes" yet, as I actually lost Doar in traffic the last three laps! Of course, it would help if everyone didn't paint their cars black! It seems to go in cycles doesn't it? One season it seems they are all white, then red, then black ... you get the idea! Polesitter John Kaanta tried to catch Doar, but by the time he got done with his battle with Rick Hanestad, it was too late - the 30 laps went caution-free after four tries to get the first lap in.

The word is that Doar is going to be traveling quite a bit this season, hitting several touring series and not running locally very much.

The car count Friday night in five divisions was 162, including 27 late models - fewer than in the past, perhaps due to the tire controversy and no national points awarded on this night, though either Hoosiers or Goodyears were permitted.

As to the tire deal, starting on Saturday, April 16, the unsanctioned late models will only be permitted to use Goodyears at CLS, and there will be no WISSOTA national points awarded to them. All other divisions here remain WISSOTA-sanctioned.

I was told that a couple of drivers ran Goodyears for the opener. Apparently the new G-40 tires were too soft, as they "wouldn't fire" or "repeat" and they "tore up" (there is a joke in there somewhere, but I won't go there!). Apparently the drivers turned those tires in and will be issued harder tires for the next race.

It remains to be seen how the mandated Goodyear tire for the CLS late models will affect the car count. I know of a number of drivers that were there for the opener but will not return as long as the tire controversy remains. I heard that one driver (who shall remain nameless) had his car owner tell him that if he used Goodyears to bring the car back, meaning he would be out of the ride! Also, a number of drivers here in the Northland have said they will not buy Goodyears just to race a couple of times before their weekly tracks open.

But enough ... we will wait to see how it plays out.

I was impressed with former super stock driver Steve Hucovski, who was in his fourth night in a Late Model. The car is the number 88 that was owned by Rob Caho and driven last season by Dave Cain.

Racing in the other divisions was entertaining, but with so many cars it is hard to get too deeply into everything that happened, so we will let the track publicist take care of spelling everything out. I still have about a month before I have to get into the reporting mode, and I am going to enjoy every minute of that time before heading into what can be a grind sometimes.

It wasn't a good first night at the home track for three-time Florida modified champion and defending WISSOTA national champ Craig Thatcher. He got into two accidents in the same

lap, which damaged the number 91 enough that not only did he not return for the feature but didn't return for the second day.

Our friend Clint Larson from Proctor, MN, also didn't have a fun time. He started out with everything brand new but burned a piston in his new motor and didn't return. I spoke to his father and he told me that they were going to try and replace the piston, but evidently they weren't able to get it done, as they also did not return either day.

Jason Miller, who is originally from Hermantown, MN, but is now living in Osceola, WI, put on quite a show Friday night, as he was involved in a near-photo finish with mod feature winner Craig Christianson. Steve Arpin, of Fort Frances, Ont., was also stout and had a good finish.

Speaking of the Arpins, dad Chuck, who was a pretty good mod driver himself, just can't stay out of the driver's seat. Last season he bought a Mid-mod right out from under another driver at Proctor and has been having some fun with it. He brought it to CLS, and Steve drove it in the feature Saturday and moved from near the back to finish second.

It bothers me now that we have two modified classes in WISSOTA in which the cars look almost the same. How do you differentiate between them when writing about them? We have the Midwest modifieds, nicknamed Mid-mods, and the other, modifieds, the original mods ... what do you call them? The "other" modifieds? I don't like "A-modified." So then, what? We need a nickname for the original; because they run what are essentially late model motors, why not call a spade a spade? Call them "mega-modifieds!" Think it'll catch on?

One other thing: how do you tell which is which when they are side by side? Easy - Mid-mods have no spoilers, and "mega-mods" are allowed a five-inch-tall spoiler.

Saturday was even nicer than Friday but also even windier. The car count for Saturday eased up by about three in the late models and were roughly the same or slightly higher in the other divisions. Scott Paulson won the street stock feature, Craig Christianson doubled up in the mega-mods, Rick Hanestad topped the "super late models" ahead of Tom Nesbitt, Darin Meierotto won the super stock feature from the pole, and Shane Sabraski won the Mid-mod feature.

The entire weekend was great, as we were really ready to eat some dirt at one of our northern tracks. Next weekend we hope to take in the opener at the Red Cedar Speedway in Menomonie, as we have not been to their opener in several years. The rest of the weekend will be spent over in Antigo visiting the grandchildren. The following weekend we will another Friday night track (either Princeton, Kopellah or Menomonie) and then do something we haven't done yet - visit the Deer Creek Speedway, near Spring Valley, MN. We are looking forward to visiting the Queenslands' facility, which we have heard so much about.

Until next time, that's all for this time from here on the tundra.



# Notes & Nostalgia

Jerry Dorich

One of the most maligned, yet least understood, men in racing history has to be Ed Elisian, who lost his life in the fiery crash of his Champ car at the Milwaukee Mile on August 30, 1959. Elisian's reputation engendered a Rodney Dangerfield-like lack of respect - except it wasn't funny.

Even in death, few spoke well of Elisian. In Dick Wallen's superb Champ car history, fellow driver Don Freeland wondered, "How dumb can you be?" over Elisian's accident. Elisian spun and overturned after driving right through oil dropped (and plainly visible) a few laps earlier by A.J. Foyt's blown engine.

Foyt, another of Elisian's legion of non-admirers, had earlier engaged Elisian in a fist fight outside a Gasoline Alley garage. The fight had to be broken up by the feisty mechanic Clint Brawner. The fight supposedly started after Elisian had bragged about a hot date, and Foyt and Brawner had speculated aloud about what type of feminine creature would date Elisian.

We had the displeasure of being at The Mile the day of Elisian's demise and observed first-hand the lack of respect. Elisian's accident did not look serious at all - just a slow spin into the wall and an overturning. It was far from frightening. Only those close enough to feel it were aware that an invisible alcohol fire was cremating a very alive Elisian, whose screams could be heard in those turn 1 bleachers. Even though the race was red-flagged, somehow we felt that Elisian was all right. That was either ignorance or false hope. We didn't know how bad the fire was.

We started feeling some concern when Elisian's superstition-defying green Travelon Trailer Special was towed to the dirt track behind the pits. Although basically intact, there was an alarming amount of charring in the cockpit area. When the race was over (won by Rodger Ward), we moseyed down to the fence where a group of mechanics were talking.

Many of the mechanics of that era dressed in all-white. We asked the group about Elisian. One looked at us as if we were stupid and replied, "Elisian, oh hell, he's daid." The white-clads then resumed their conversation about where they were going to get something to drink. Elisian had been quickly dismissed and forgotten.

Fifteen months earlier, the entire Indy Car world had been mad at Elisian, blaming him for causing the first-lap Indy accident that claimed the popular Pat O'Connor. Elisian, in an A.J. Watson roadster later driven by Jim Rathmann to victory at the second Monza Race of Two Worlds, had engaged in a daily, demonic speed duel with Dick Rathmann over who could set fast time for the day. On pole day, Elisian set the fast lap, but Rathmann won the pole. The press called the rivalry bitter, ignoring the fact that the two drivers were good friends who were rooming at an Indy YMCA.

Going into the third turn of the first lap, Rathmann later recalled that he and Elisian were one hundred yards past the cut-off post before they even thought about braking; Elisian lost it, and the pair tangled and slid into the wall. The field might well

have passed below the wrecked pair, except that the other front-row starter, Jimmy Reece, checked up (in today's NASCAR-induced parlance) just a little too much and started a chain reaction that saw O'Connor's dark blue Sumar Special hit and vault over both the cars of Reece and Bob Veith. O'Connor's car then overturned and caught fire. O'Connor perished from a skull fracture. Many other cars became involved, in varying degrees, including the car of Jerry Unser, who went over the wall.

Elisian's aggressiveness and poor judgement, coupled with allegations of gambling, indebtedness to "oufit" loan sharks and writing bad checks led USAC into suspending him for one year.

Controversy had followed Elisian throughout his career. Of Armenian ancestry, his real name was "Eliseian," but he had shortened it to Elisian for the benefit of sportswriters. Bill Vukovich, Elisian's friend and idol, had his name anglicized from "Vucurovic" to "Vukovich" and finally to Vukovich. After prepping in the Oakland, CA, hot rod roadster scene, Elisian had gone east in the early '50s with the usual '50s racers' goal of the Indy 500. Vukovich had promised that on the treacherous high banks of Salem, Toledo, and Winchester, Elisian would show the other drivers "how to mow the grass," meaning ride the outside groove. That tendency would bring Elisian trouble later.

Elisian's first Indy controversy occurred in 1955, when he was the last to attempt to qualify minutes before the six-o'clock closing time. An AAA official flagged Elisian's ancient upright off the track after allowing Elisian only two instead of the required three warm-up laps. Elisian's car owner protested, the scoring tape was re-read, and Elisian was allowed another attempt. Elisian got back out at 6:45 pm and completed his successful run in near-darkness. The run was labeled "Elisian's Midnight Run."

The next controversy followed quickly in the race. Elisian, following within sight of Vukovich's fatal accident, stopped his car near the Vukovich wreck, ran across the track and tried to get Vukovich out. Rescue workers restrained him and medical personnel had to give him a sedative. The press, as per custom delivering judgments without having all the pertinent facts, blamed Elisian for causing the wreck.

There was another controversy when AAA officials refused to let Elisian's car back into the race. The officials were entirely correct in regards to Elisian, because of the sedative. The correctness in regard to Elisian's undamaged car was not so clear. The car could have been re-started with another driver. AAA officials eventually got the facts right, exonerated Elisian, and then gave Elisian a sportsmanship award at the awards banquet. A surrogate had to accept the award; Elisian was too emotionally disturbed to accept it himself.

About a year later, Elisian found himself again involved in a controversy that still continues. Bob Sweikert, the personable winner of the national championship, the Midwest sprint car championship and Indy 500 in 1955, was racing against Elisian in a sprint car race at Salem when Sweikert's sprinter crashed out of the track and killed him. Elisian was doing his thing, riding that high groove. There has long existed the general belief that Elisian either touched wheels or otherwise caused Sweikert's accident.

Sweikert's widow, who was present and witnessed both the accident and its horrible aftermath, firmly believes Elisian

caused the accident and has authored a published book saying so. We've come across other sources that say, as if it were a matter of public record, that Elisian rubbed wheels with Sweikert to start the crash. Consequently, the popular mythology adds Sweikert's death to the list of charges against Elisian.

Enter the dean of American motorsports writers, Chris Economaki, to set the record straight. In a recent interview, Economaki lambasted Elisian's character and claimed that few of Elisian's contemporaries liked him. Economaki, who admitted to not being there, claimed that Sweikert himself caused his fatal accident by simply going into Salem's first turn too fast. What's remarkable about this claim is that Economaki has been one of Sweikert's staunchest fans throughout the years due, in part, to Economaki having had a strong personal relationship with Sweikert. Sweikert often stayed at Economaki's New Jersey home and the two often traveled together.

We've often been puzzled by past Economaki pronouncements of Sweikert as one of the greatest race drivers ever. He might have been, eventually, but his career, like that of the brilliant Bobby Marshman, was cut short before all that greatness could be shown. Still, Economaki's devotion to Sweikert adds credibility to his equivocal defense of Elisian.

Of course, you can say that advancing age and semi-retirement have softened Economaki. But wait - we read essentially the same Economaki evaluation of the Salem Sweikert accident in the August 2001 issue of the British magazine *Motorsport*. In a column written by reluctant sprint car fan Nigel Roebuck, Economaki recites a litany of Elisian faults - bad checks, non-payment of bills, lying, a bum and "disrespecting the Queen," we suspect. However, Economaki still exonerates Elisian from any contact or dirty duels with Sweikert.

Economaki maintained that Sweikert couldn't stand Elisian and simply became incensed that Elisian had passed him. Sweikert then committed a judgment error in going too fast in trying to re-pass Elisian.

Economaki's evaluation was reinforced by John Sawyer in the November issue of *Open Wheel* magazine. Sawyer's simple judgment: "... both film and photo evidence proved Elisian to be blameless. Sweikert's predicament was of his own doing."

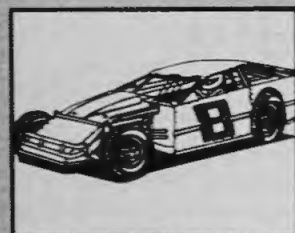
Elisian's staunchest defender has been Joe Scalzo, who laid the blame for many of Elisian's faults on "Vukovich-itis." Elisian had an obsessive desire to emulate his hero friend, Vukovich. But Elisian was never that good at Indianapolis and had a serious fault that the family-oriented Vukovich did not have: Elisian was a compulsive gambler.

Elisian's obsessive emulation of Vukovich after Vuky's death took a weird turn when Elisian, in today's terms, "stalked" Vukovich's widow to the ridiculous and pathetic extent that Elisian ran his junk auto into Mrs. Vukovich's car.

In a touching piece, Scalzo quotes extensively from a letter Elisian wrote to his parents shortly before his death. It was read at Elisian's funeral. Instead of a wreck-causing, gambling, ne'er-do-well, Elisian comes across as a sad, pathetic figure as when he writes, "I do have so much to live and look forward to. I'm very thankful." The reality was that, in the end, the only thing Elisian could be thankful for was that his own fatal accident caused no other loss of life than his own.

## Reichert's Ramblings

Ed Reichert



On April 8-9 the area racing season opened at the Cedar Lake Speedway, with a doubleheader featuring the five classes that will race at CLS weekly this year.

Who could have guessed what great weather the opener would bring? A couple of weeks ago the local openers seemed to be highly in question due to late snows and cold temperatures. Yet this weekend brought sunny skies, temps in the 70s and shirtsleeve weather. You just never know.

The great weather brought out excellent crowds and swarms of race teams for the earliest opener in CLS's 48 years of operation. Car counts were over 160 each night, with a total of 196 different cars over the weekend representing five states and two Canadian provinces. Track conditions, which are always a big issue early in the season in our northern environs, didn't really prove to be a major concern. The track was a little choppy for some of the heats both nights but not bad, and after a quick blading the track was fine for all features both nights. Some who withheld their cars on Friday as they checked the conditions showed up ready to race on Saturday.

With five classes of cars this year, the curfew and progress of the program along have become points of emphasis. They did a good job finishing before 11:30 both nights, and I can't imagine they will have any more cars for their weekly shows than they had this weekend, so that potential problem may be taken care of. Both nights started at least a half hour late, but that'll likely be remedied as the season progresses. Announcer Chris Stepan is going to have to talk faster to get the introductions out, as the cars come out of the pits lined up and take the green flag immediately. Ditto for yours truly in writing down the line-ups.

The Midwest modifieds made their first appearance as a part of the regular program and over 30 showed each night, including long-tower Tommy Manning, from Gillette, WY. I identified a number of MM drivers who have been regulars at other Saturday night tracks, so it will be interesting to see what CLS gets once the other tracks are up and running.

Craig Thatcher continued his dubious tradition of starting out the year terribly. He was involved in a crash on Friday, and the damage kept him from racing Saturday. Jamie Lemke got wrecked badly enough on the first lap Friday to put the car on the trailer and head home.

Streeter driver Rodney DeBernardeaux was battling Chris Peterson for the lead in their feature on Friday when he crashed into a disabled car under yellow, knocking him out of the event. On Saturday DeBernardeaux lost a rear wheel in his heat and flipped violently, ending his weekend.

Jon Chrest suffered major damage to his late model, but hopefully he won't be sidelined too long. Dev Malmlov was very fast with his modified, but mechanical problems all weekend kept him from finishing races.

The car carnage wasn't too bad over the weekend, but there had to be at least one big wreck. On the first lap of Saturday's super stock feature, at least a dozen cars got together, although there didn't seem to be much serious damage.

Defending national street stock champ Dan Gullikson's step up to supers was a mixed bag. Friday he had a myriad of problems and didn't make the main, while on Saturday he pulled off a top-ten finish. Dave Mass and Kelly Anderson, who both challenged for the national super stock title last year, each went home Saturday with damaged cars from the big wreck.

With so many cars on hand, seldom do you see repeat winners for a weekend doubleheader, but Shane Sabraski and Craig Christianson were both back-to-back winners. Sabraski will be a strong force in the national MM championship run, while Christianson probably won't run enough shows to be in the national mod points battle but will be extremely tough when he does run. Christianson's victory Friday came when he passed Jason Miller on the last lap for a photo finish that generated some controversy and discussion.

Miller was the hard charger of the weekend, moving from 17th to second on Friday and from 19th to seventh on Saturday. If he can do better in his heats, he'll be nailing down some wins.

I can't remember the last time this happened, but two late models lost wheels on Saturday.

Drivers that impressed over the weekend included Mike Weber with a win and a second in his new super, and street stockers Chris Peterson and Jimmy Gullikson were both solid all weekend. Darin Meierotto drove away from a strong super stock field Saturday, while Pat Doar shook off a lackluster 2004 with a dominating win on Friday and a top ten on Saturday with his old car.

Young Andy Gordan has moved up from the MM to mods with a new car and hung in there against a strong field to record a top-ten finish on Friday.

On Saturday Tom Nesbitt had the crowd on its feet as he moved to the cushion to pass two cars and take a heat victory, then in the feature he outdueled Darrell Nelson to come home a strong second. Things have certainly changed over the years for the Thunder Bay driver. At one time in his career he was one of the most controversial figures around, but as he eases toward eventual retirement, he, much like Darrell Waltrip, is looked upon as a revered statesman in the sport. If he runs this season like he did Saturday night, he'll probably race another 47 years! Veteran race fans recognized that Nesbitt's car is fitted with retro graphics from one of his cars from 25 years ago.

Super stocker Tony Gates also looked good all weekend. "Tony the Tiger" just got his car done and was still missing his usual stripes.

Dean Yrjanainen will start the season with two mods, one for Superior and one for Ashland.

John Seitz is starting the season with two new cars - a first for him. The WISSOTA car made its debut this weekend, while his open car awaits its motor. He was experimenting this weekend with the new car and not all his changes worked out for the best.

Brady Johannek was in the pits, minus his race car, which was being finished up at home by his dad. He'll have a new chassis and aluminum motor to run some WDRL shows, while last year's car, with only 15 shows on it, will be his WISSOTA car.

One of the hottest topics coming into the new season was CLS's recent announcement that they are going to Goodyear

tires for late models, starting this Saturday. Of course, that made this weekend's races nonsanctioned for lates.

Several drivers experimented with the Goodyears, but surprisingly most of the drivers that plan to run CLS were still on Hoosiers. The Goodyears were fast in the heats but faded badly in the features after a dozen or so laps. I was told that the compound Goodyear sent was incorrect, and the tires were much softer than the ones the drivers were expecting. The problem was to be corrected next week.

The coming weeks and months will be interesting to see who does indeed buy the Goodyears and race at CLS, which is probably the only track in the Midwest running them on their dirt lates. Much is on the line, and it will be interesting to see if their bold and controversial decision benefits them in the long run.

In other racing news, I stopped by the Rice Lake Speedway car show on Saturday on the way to Cedar Lake. The highlight of the show was Don Drew's car, which was spectacular in its "deer hunter blaze orange," honoring those lost in last November's hunting tragedy. Even the identification letters on the tires were done in blaze orange.

Lucas Peterson had his very nice looking super at the show. Lucas expects to race at Menomonie, Rice Lake and Jim Falls weekly.

Speaking of Red Cedar Speedway in Menomonie, promoter Patti Rhead wants it known that kids 12 and under will be admitted free with a paid adult this year, they will be giving away bikes each week, and they will bring drivers and their cars around to the grandstand side of the track prior to the races to signs autographs, give out pictures, etc. The Kenny Schrader night has been finalized for July 8.

On Sunday, April 10, I headed to the I-35 Speedway in Mason City, IA, for their season opener. Promoter Joe Ringsdorf is incredibly busy as he also promotes at Fairmont, MN, and Algona, IA, and with beautiful weather all three tracks opened this weekend.

Mason City has changed from open rules to IMCA sanctioning for their mods, stock cars and hobby stocks. These three classes will be joined weekly by cruisers and hornets, a beginners' class split into junior and senior divisions based on driver age; there were almost 30 cars between the two. It will be a while before it's determined whether the IMCA sanctioning is paying off or not.

Most other tracks near by have run USRA open rules, and the number of mods has fallen off for the weekly shows. On this night the numbers were still about the same as last year.

Weather started moving in and threatening the program, but the I-35 crew is one of the best around at starting on time and hustling the program along, led by crack starter Toby Kruse. The entire show was spun off in two-and-a-half hours, and although sprinkles fell during the mod main, the entire program was completed. The crowd was huge and the track, while a little loose and dry, remained smooth. I'm sure the groove will become wider once the dirt is more settled.

The crowd at Mason City is primarily a local one and they really get into their racing. The class of cars racing doesn't seem to make any difference, as there are people on their feet cheering no matter what division is on the track.



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## Buttrey Takes Command from Allison, Wins Wild Feature at MCM

NASHVILLE, TN, April 8 -- Legendary racer Bobby Allison signed autographs for fans, then commanded the drivers to fire 'em up for the season's first Friday weekly race program at the Music City Motorplex.

Blake Carter started on the pole of the super truck feature, and took the lead at the drop of the green flag, chased by Scott Borchetta. After nearly ten laps a caution came out when Kyle Fletcher found the wall hard. As Borchetta and Carter continued their battle Ricky Bolden closed in, and when the lead trio attempted to go three-wide down the back straight, contact between Bolden and Borchetta caused Borchetta to spin hard into the outside wall, bringing out the caution.

At the restart, Willie Allen moved outside to take over second place, then took the lead from Carter with three laps to go and held on to take his first win of the season. Carter finished second, and Bolden took third.

When the green flag fell for the 30-lap Grand National Sportsman feature, Daniel Victory took a demanding lead until Steve Knight got loose and found the wall. At the restart Victory again took a demanding lead and never looked

back for his second straight feature win. Larry Ryman finished second, and Dick Steagall captured third.

Eighteen late models took the green flag for their feature, but seven were involved in an accident before a lap was completed. Josh Petrino got sideways on the opening lap and collected four others, and on the restart Michael Driskell and Michael Green got together, resulting in another caution and collecting Jason Petrino.

On the third restart Skip McCord moved out front, until Andy Johnson took the lead on lap 5 and Wade Buttrey followed to second. Buttrey tried to take Johnson on the inside on lap 10, and the two drove door to door for almost ten laps before Buttrey finally completed the pass at lap 13. A caution fell for a wreck a few laps later, and then Buttrey took a commanding lead at the restart. On the last lap Driskell and Garrett Gray touched while racing for second, dropping Driskell out of the top five, as Buttrey held on to win his second straight race. Johnson came across the line second, and Gray finished third.

## Dirt Track World Championship to Move to K-C in 2005

CHILLICOTHE, OH -- After a three-year stint in Kentucky, the prestigious Dirt Track World Championship dirt late model event will be leaving Bluegrass Speedway and going to K-C Raceway in Chillicothe, OH, in 2005. The historic event was held at the half-mile Nelson County dirt oval in 2002-'04.

New DTWC business partners Carl Short and Dean Nardi has helped to bring an agreement in place with Nier family, K-C Raceway's promoters, to run the 25th anniversary edition of the DTWC and all future DTWC events at the Ohio speedplant.

Advance tickets, reserved seats and pit passes for the 25th Dirt Track World Championship are now available. The event kicks off on Thursday evening, October 13, with an open practice session. Qualifying and heat races will be held on Friday evening, October 14, with the consolation race, a non-qualifiers race and the 100-lap, \$50,000-to-win feature to be held on Saturday evening, October 15. Sunday, October 16, will serve as the rain date.

The deadline for ordering presale tickets is October 1, with pre-ordered tickets to begin being mailed out on September 15. Special reserved seating is also available.

To purchase advance tickets and pit passes and/or to pre-enter a driver, calling toll-free (800) 536-5277. Tickets are also available via mail by sending a money order or cashier's check to DTWC, P.O. Box 349, Powell, TN 37849.

All three DTWC events contested at Bluegrass Speedway saw first-time winners of the event - Shannon Babb (2002), Darrell Lanigan ('03) and Rick Eckert ('04).

## Jewell Starts Season Right with Kankakee LM Win

KANKAKEE, IL, April 8 -- Mike Jewell collected the 40-lap late model feature ahead of Billy Drake and a hard-charging Dennis Erb to cap off opening-night action at Kankakee Motor Speedway Friday night.

John Provanzano challenged early but settled for fifth, behind Shannon Babb.

Russ Scheffler took the early lead but felt Drake on his tail within four laps, while Jewell made his way to third within the first 17 laps. Jewell needed just three more laps to pull into second, and with 18 laps remaining he found his way past Scheffler. With 12 laps remaining Erb and Drake were looking to pass the slowing Scheffler, and when Drake pushed a little too hard on the outside Scheffler aimed for the bottom groove but spun onto the infield in front of Erb, who bulldozed his

way past the disabled car and back onto the track.

It was Jewell's first major win here and the first success notched by the Osterhoff Racing team, the new track management group.

The open-wheel modified feature came down to the last lap before 2004 track champ Matt Bachman finally rocketed in front of race leader Bob Pohlman for the win. Also in the photo finish scene was Dave Porth before he ran out of racing room and wound up third. Travis Kohler ran a strong fourth, just ahead of Tommy Kroll.

John Geary won the street stock feature with an impressive run. Former track champ Kevin Lenzen finished second, and David Billingsley was pleased with his third-place finish.

RESULTS  
LATE MODELS

Fast Time: Wes Steidinger, 14.384 secs.

Heat 1: John Provanzano; Billy Drake; Jeep VanWormer.

Heat 2: Russ Scheffler; Brett Seivert; Shannon Babb.

Heat 3: Mike Jewell; Frank Heckenast, Jr.; Roger Long.

Semi-Feature: Steidinger; Dick Potts; Ted Loomis.

Feature: Jewell; Drake; Dennis Erb; Babb; Provanzano; Van Wormer; Heckenast.

OPEN-WHEEL MODIFIEDS  
Fast Time: Bob Pohlman, 15.850 secs.

Heat 1: Dave Porth; Pohlman; Kyle Cooper.

Heat 2: Kevin Hastings; Matt Bachman; Travis Kohler.

Feature: Bachman; Pohlman; Porth; Kohler; Tommy Kroll.

STREET STOCKS  
Heat 1: Billy Wicker; Kevin Lenzen; Steve Dimmick.

Heat 2: David Billingsley; John Geary; Jay Morris.

Heat 3: Jay Hamilton; Mike Cavanaugh; Brett Peters.

Semi-Feature: Gordon Weaver; Vern Gaus; Tim Caster.

Feature: Geary; Billingsley; Lenzen; Hamilton; Dimmick.

## Reutimann Takes Second USCS Win

CECIL, GA, April 9 -- Wayne Reutimann, Jr., of Zephyrhills, FL, drove to his second United Sprint Car Series Asphalt Thunder win of the season Saturday night at South Georgia Motorsports Park. Reutimann also padded his USCS points lead with the victory.

Kenny Adams got close at the end, but he lost Reutimann in heavy lapped traffic and settled for second.

Terry Gray took the early lead from the outside on the front row, with Reutimann following him to second. Reutimann then powered around Gray for the lead on lap 2, and Matt Tiffany moved up to second on lap 4, bringing Ryan Myers and Adams with him. Reutimann checked out on the field until a lap 13 red flag for a flip by Ben Basinger brought the field to a halt. Basinger climbed out of his car uninjured. Adams passed Myers and Tiffany on lap 14

to take second, and Myers got by Tiffany for third on lap 15. Adams closed to within a couple of car-lengths of Reutimann in the closing laps, but Reutimann used lapped traffic to take the win unchallenged.

In qualifications, Myers set a new track record by turning the half-mile paved oval in 15.030 seconds for an average speed of 119.760 mph.

RESULTS  
USCS SPRINTS

Feature: Wayne Reutimann, Jr., Kenny Adams, Ryan Myers, Matt Tiffany, Terry Gray, Wayne Reutimann, Sr., Danny Martin, Jr., Doug Day, Bryn Gohn, Charles Ladner.

Qualifying: Myers, 15.030 secs, 119.760 mph.

Dash: Reutimann, Jr.; Adams; Myers.

Heat 1: Reutimann, Sr.; Martin; Myers.

Heat 2: Adams; Gray; Gohn.

Heat 3: Reutimann, Jr.; Brice Wrenn; Day.



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<b>IMCA</b>	B.J. Dulock.....499	Corey Homan.....303	Mike Belling.....34	Erik Pierce.....320	Jeff Gordon.....772	Jon Reynolds, Jr.....51	Jasiel Randolph.....62
<b>as of April 8</b>	Mike Miles.....466	Matt Drott.....297	Bill Niles.....34	John Fischer.....315	Rusty Wallace.....771	Matt Berger.....45	Evan Sewell.....57
<b>MODIFIEDS</b>	Cody Sample.....436	Danny Kreder.....283	Adam Degenhardt.....34	Scott Ascher.....295	Ryan Newman.....753	Bob Kahler.....43	Matt Johnson.....54
<b>National</b>	Jason Honey.....414	<b>Iowa</b>	<b>SPORTSMAN</b>	Wally Morgan.....260	Kurt Busch.....746	Jerry Gille.....42	Kevin Studley.....50
Henry Witt, Jr.....460	Charlie Wilson.....396	Donavon Smith.....79	Randy Steinhoff.....54	John Janssen.....255	Dale Jarrett.....732	Bill Hobson.....39	Ethan Tessendorf.....46
P.J. Egbert.....416	Travis Evans.....364	Dustin Smith.....79	Jimmy Gilster.....51	<b>SUPER LATE MODELS</b>	<b>TRUCK SERIES</b>	Chad Misslich.....37	Leon Bacon.....46
Cody Smith.....348	Steve Spoons.....364	Brandon Holbrook.....60	Trent Boettcher.....49	Jamie Wallace.....505	<b>as of April 9</b>	<b>NASCAR ROADRUNNERS</b>	Chett Gehrke.....41
James Holder.....317	Tim Ezell.....352	Michael Smith.....58	Michael J. Albrecht.....49	Jeff Holmgren, Jr.....385	Bobby Hamilton.....633	Gene Marocco.....60	
William Pat McGuire.....317	<b>Northern Region</b>	Brad Bartling.....55	Jes Tenner.....47	Eddie May.....385	Ricky Craven.....614	David Lignell.....58	<b>USCS Sprints</b>
Chris Bragg.....314	Jason Schoenberger.....257	<b>LATE MODELS</b>	Larry Bolster.....44	Russ Blakeley.....365	Ted Musgrave.....606	Dan Sander.....54	<b>as of April 9</b>
Sonny Wahl.....303	Eric Stanton.....159	<b>Deery Bros Summer</b>	Tom Thill.....40	Kent Burkoth.....340	Ron Hornaday.....587	Pat Smith.....54	Wayne Reutimann, Jr.....728
Chase Glick.....295	Rick Brown.....143	<b>Series</b>	John Olson.....37	Todd Lehr.....305	Jimmy Spencer.....580	Billy Robinson.....48	Ryan Myers.....722
Darryl Campbell.....286	Caleb Peters.....132	Terry Neal.....184	Lucas Korish.....36	Mike Meyerhofer.....290	Todd Bodine.....532	Wanda Dobbs.....47	Terry Gray.....710
Larry Corning.....286	Jeff Duane Hunter.....116	Lonnie Bailey.....162	Tony Leis.....35	Vincent Merry.....270	Matt Crafton.....519	Joshua Lundy.....43	Kenny Adams.....700
<b>Northern Region</b>	Bryan LaRiviere.....105	Rob Toland.....160	<b>THUNDERSTOX</b>	Mike Simon, Jr.....255	Johnny Benson.....513	Terrance Robinson.....43	Danny Martin, Jr.....678
Jay Noteboom.....76	Luke Veren.....101	Jay Johnson.....148	Mary Schill.....72	Rob Summers.....235	Jack Sprague.....503	Tom Flippo, Jr.....40	Wayne Reutimann, Sr.....670
Joey Schaefer.....71	Damon Murty.....99	Brenton Slocum.....142	Andy Moore.....72	<b>SUPER STOCKS</b>	Terry Cook.....498	Ricky Weimerskirck.....40	Matt Tiffany.....668
Tim Murty.....67	Nick Murty.....96	Jeremiah Hurst.....140	Ron Heller.....71	Mike Gunderson.....460	<b>Rockford Speedway</b>		Brian Thomas.....660
David Brown.....62	Zach Schultz.....90	Kevin Blum.....120	Ed Senn.....70	Adam Regnier.....430	<b>- Rockford, IL</b>	<b>USAC</b>	Bryn Gohn.....644
Jimmy Gustin.....60	<b>Iowa</b>	Darrel DeFrance.....108	Greg Lindvig.....69	John Maki, Jr.....390	<b>as of April 10</b>	<b>as of April 10</b>	R.J. Johnson.....610
R.M. Van Pay.....56	Luke Veren.....77	Jeff Aikey.....106	Adam Moore.....67	Scott Norton.....390	<b>as of April 9</b>	<b>NATIONAL SPRINTS</b>	
Michael D. Pruitt.....55	Jeremy Gettler.....67	Lorin Johnson.....98	Jason Bolster.....66	Tom Roney.....380	<b>NASCAR AMERICAN</b>	Aaron Pierce.....64	<b>World of Outlaws</b>
Troy Cordes.....54	Travis Thornton.....64	<b>LaCrosse Fairgrounds</b>	Al Bartels.....66	Josh Wallace.....355	<b>SHORT TRACKERS</b>	Dave Steele.....62	<b>WINGED 410 SPRINTS</b>
Vern Jackson.....51	Eric Stanton.....61	<b>Speedway</b>	Charlie Vian.....66	Joe DeCubellis.....320	Randy Samples.....54	Bobby East.....61	<b>as of April 9</b>
Reese Coffee.....50	Larry Karcz, Jr.....60	<b>- West Salem, WI</b>	Corey Barney.....64	Tom Fay.....285	Donald Russell.....53	Jay Drake.....55	Steve Kinser.....1707
Chet Ragan.....50	Damon Murty.....60	<b>as of April 9</b>	Tony Wheeler.....64	Randy Schneider.....285	Steve Cavin.....48	Tom Hessert III.....50	Craig Dollansky.....1691
<b>Iowa</b>	Nick Murty.....60	<b>NASCAR LATE MODELS</b>		Tom Jastrab.....270	Jason Evans.....48	Bud Kaeding.....47	Kraig Kinser.....1635
Jay Noteboom.....76	<b>HOBBY STOCKS</b>	Mark Lamoreaux.....57	<b>Lake Geneva Raceway</b>		Nick Cina, Jr.....47	Marc Jessup.....46	Donny Schatz.....1588
Joey Schaefer.....71	<b>National</b>	Steve Holzhausen.....52	<b>- Lake Geneva, WI</b>	<b>NASCAR</b>	Adam Rude.....42	Jonathan Vennard.....42	Jason Meyers.....1587
Tim Murty.....67	Allen Montgomery.....537	Kevin Nuttleman.....51	<b>as of April 9</b>	<b>NEXTEL CUP</b>	Jason Bragg.....41	Mat Neely.....41	Danny Lasoski.....1567
David Brown.....62	Jerry West.....388	Andy Burgess.....48	<b>SPORTSMAN DIVISION</b>	<b>as of April 10</b>	Jack Atchison.....37	Dave Darland.....38	Shane Stewart.....1520
Jimmy Gustin.....60	Chris Ater.....373	John Herbst.....48	Kenny Joosten.....455	Jimmie Johnson.....977	Tim Steger.....37	OKLAHOMA FORD	Daryn Pittman.....1493
<b>STOCK CARS</b>	Michael Hulsey.....371	Troy Goodenough.....47	Ken Smart.....440	Greg Biffle.....817	Larry Dickinson II.....33	<b>FOCUS MIDGETS</b>	Joey Saldana.....1462
<b>National</b>	Nathan Sodek.....355	Tony Bagstad.....39	Jeremy Bloomberg.....430	Elliott Sadler.....795	<b>NASCAR LATE MODELS</b>	<b>as of April 9</b>	Tim Shaffer.....1443
Duain Pritchett.....562	Charles Cosper.....321	Sam Andersen.....38	Adam Berge.....375	Mark Martin.....779	Bob Wilberg.....53	Dustin Morgan.....67	
Benji Kirkpatrick.....535	Dillon Smith.....311		Gary Norton.....365	Tony Stewart.....774	Ricky Bildeback.....52	Matt Sherrill.....65	

## Gordon Rallies from Three Down for Martinsville Win

from NASCAR.com

MARTINSVILLE, VA, April 10 -- Jeff Gordon came from four laps down early on to win his sixth NASCAR Nextel Cup race at Martinsville Speedway on Sunday.

Gordon followed Mark Martin past Ryan Newman on lap 461, went underneath Martin to move into second place three laps later and passed Sterling Marlin for the lead with 34 laps remaining for his 71st career victory and second in six races this year. It was his sixth victory at 0.526-mile Martinsville, the shortest and trickiest track in the series; only Rusty Wallace (seven) has more among active drivers.

The only drama for Gordon as he pulled away from the field was getting around defending series champion Kurt Busch, who was running with the leaders three laps down with 53 laps remaining until Gordon nudged him into the wall. Once around Busch, though, Gordon pulled away from Kasey Kahne with three laps to go and won by 0.593 seconds.

Martin, Newman and Marlin completed the top five.

Gordon seemed to be out of contention when he pitted under a green flag because of a vibration after 47 laps, went three laps down, then lost another lap before beginning to rally. Gordon had little trouble beating the leaders on restarts, and by lap 277 he was the "lucky dog" and joined the tail of the line of lead-lap cars in 18th place.

The Joe Gibbs Racing tandem of Bobby Labonte and Tony Stewart, who led for a combined 279 laps, struggled. Labonte was leading after a caution with 105 laps to go, but his car suddenly slowed and he faded quickly to mid-pack. Stewart was running in the top five with 70 laps to go when his right-front tire came off and went bounding down the track.

Sixteen cautions slowed the pace for 91 laps.

Jimmie Johnson, who finished eighth, remained the series leader by 160 points over Greg Biffle, who was 29th. Elliott Sadler finished ninth and moved up two spots to third in the standings, 182 back.

## RESULTS

1-10: Jeff Gordon, Kasey Kahne, Mike Wallace, Ken Schrader, Jamie McMurray, Tony Stewart, Travis Wallace, Sterling Marlin, Ricky Rudd, Jimmie Johnson, Elliott Sadler, Joe Nemechek.  
11-20: Matt Kenseth, Jason Leffler, Dale Earnhardt, Jr., Dale Jarrett, Jeremy Mayfield, Jeff Burton, Casey Mears, Kyle Petty, Kurt Busch, Robby Gordon.  
21-30: Scott Riggs, Jeff Green, Mike Wallace, Ken Schrader, Jamie McMurray, Tony Stewart, Travis Wallace, Kevin Lepage, Greg Biffle, Michael Waltrip.  
31-40: Scott Wimmer, Kevin Harvick, Bobby Labonte, Dave Blaney, Brian Vickers, Mike Bliss, Hermie Sadler, Carl Edwards, Kyle Busch, Bobby Hamilton, Jr.  
41-43: Johnny Sauter, Randy LaJoie, Mike Garvey.

## Labonte Completes Trifecta at Martinsville

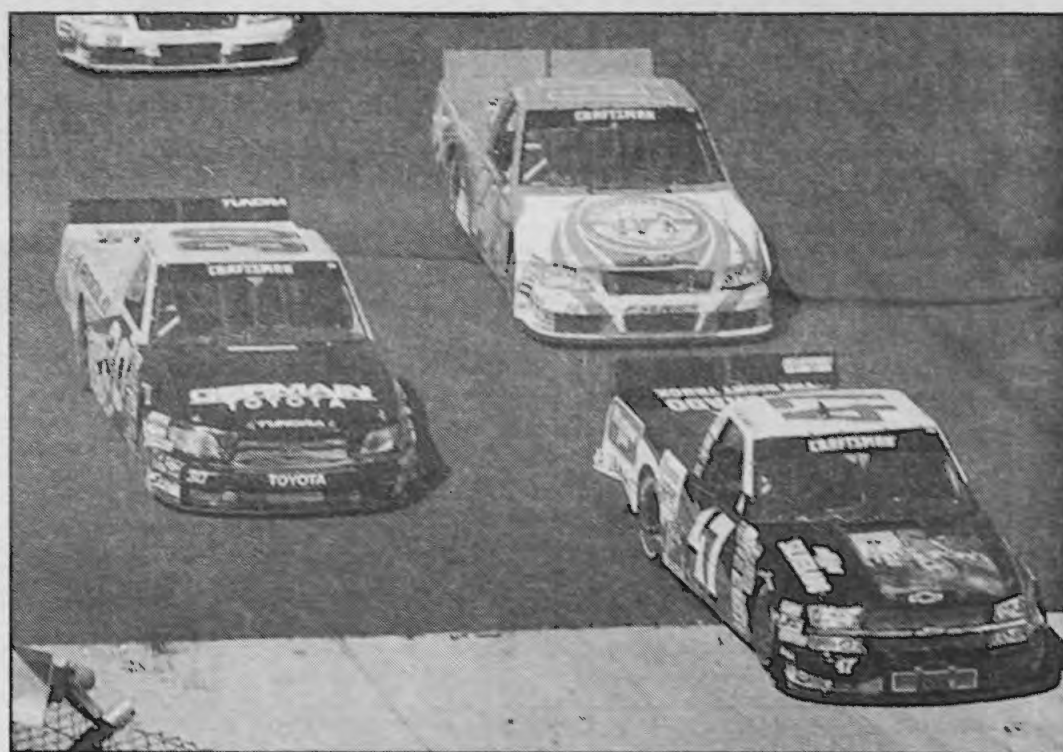
from NASCAR.com

MARTINSVILLE, Va, April 9 -- Bobby Labonte became the first driver to win in each of NASCAR's top three series at Martinsville Speedway on Saturday, capturing the closest Craftsman Truck Series event at the track.

Labonte passed Chad Chaffin for the lead with 30 laps to go, then held off Ricky Craven and Ron Hornaday on a restart with five laps to go to beat Craven by just 0.257 seconds. Labonte, making only his fifth start in the Series, also became only the 12th driver to win in the Truck, Busch and Nextel Cup series.

## RESULTS

1-10: Bobby Labonte, Ricky Craven, Ron Hornaday, Todd Bodine, Chad Chaffin, Shane Hmiel, Ted Musgrave, Jimmy Spencer, Mike Skinner, Terry Cook.  
11-20: Jack Sprague, Kevin Harvick, Tracy Hines, Ken Schrader, Matt Crafton, Todd Kluever, Johnny Benson, Timothy Peters, Robert Huffman, Bobby Hamilton.  
21-30: Rick Crawford, David Starr, David Reutimann, Steve Park, Robert Pressley, Bill Lester, Kelly Sutton, Deborah Renshaw, Brandon Whitt, Chase Montgomery.  
31-36: Sean Murphy, Mike Harmon, Dennis Setzer, Tam Topham, Brad Keselowski, Casey Kingsland.



Bobby Labonte (47) and Rick Crawford (14) work the low groove as Chad Chaffin tries the outside during action in the NASCAR Truck Series race at Martinsville Speedway on Saturday. (James Price/HSP photo)

## Late-Race Charge Nets Lynch Win at Mesa Marin

BAKERSFIELD, CA, April 9 -- Scott Lynch pitted for fresh right-side tires during a late-race caution in the Lucas Oil 150 at Mesa Marin Raceway, and he charged to the front and captured the win in NASCAR Grand National Division, West Series competition at the high-banked half-mile track on Saturday.

The 2003 series champion, in scoring his seventh career Series victory, had wanted to pit during a previous caution on lap 97 when two other frontrunners, Mike Duncan and Mike David, had stopped for fresh tires, but his crew convinced him to stay out. When the yellow flag flew again on lap 126 the Burley, ID, native made his move.

He faded out of the top five, as Burney Lamar, who led more than 100 laps in making his Series debut, battled to hold off an inside move by Steve Portenga just after a restart on lap 132. David Gilliland, meanwhile, slipped by both on the outside as he

moved from third to first. Lynch quickly closed ground and edged ahead four laps from the finish, but Gilliland battled back to regain the lead. Lynch finally muscled his way to the inside going into turn 1 on the white flag lap and took over the lead, while Gilliland slid up the banking.

Lynch's margin of victory of 1.050 seconds at an average speed of 66.914 mph. Gilliland recovered for second, followed by Portenga, David and Duncan.

Gilliland qualified for the pole with a lap of 93.502 mph. His runner-up finish, coupled with a victory in the season-opener, gives him the championship points lead by 25 over Duncan, followed by David, Lynch and Portenga.

The next Series event is the Casino Arizona 150 at Phoenix (AZ) International Raceway on April 21.

## Francis Flies to WoO LM Win at 'The Rock'

CUMBERLAND, MD, April 8 -- Steve Francis of Ashland, KY, captured his first World Of Outlaws Late Model Series-sanctioned main event of the season Friday at Allegany County Speedway.

After starting third, Francis blasted past race-long leader Tim McCreadie late in lap 18 and wouldn't gave the lead up from there. Polesitter Darrell Lanigan just nipped 17th-starting Scott Bloomquist at the finish for second, and Dale McDowell rode home fourth with Billy Moyer fifth.

Lanigan and McCreadie raced side by side early until McCreadie worked his way in front and opened up a good lead. The race's first caution flew on lap 3 when Bo Feathers spun, and Moyer shot past Francis on lap 4 to grab fourth. One lap later Mark Banal took second from

Lanigan, but on lap 6 the yellow waved again for a six-car tangle that eliminated three.

McCreadie pulled out to another healthy margin by lap 9, while Lanigan worked past Banal for second. Francis nabbed third by lap 12, before the caution waved on lap 18 when Jack Pencil rolled to a stop.

Back under green Francis shot past Lanigan for second, and McDowell and Bloomquist moved into fourth and fifth, respectively. When McCreadie pushed up the track Francis slipped past, and on lap 22 McCreadie lost control and ran into the inside retaining wall with a broken suspension part and no brakes.

On the restart contact between Lanigan and Banal sent Lanigan across the race

track directly in front of the field. The resulting chain-reaction collision involved ten cars and brought out the red flag. Once the carnage was cleared Francis put it on cruise control and opened up a more than four-second advantage on Lanigan. The leader had caught the backmarkers as the laps wound down and Francis' lead was whittled down some.

## RESULTS

WORLD OF OUTLAWS DIRT CAR SERIES  
Feature: Steve Francis, Darrell Lanigan, Scott Bloomquist, Dale McDowell, Billy Moyer, Dan Schlieper, Mark Banal, Mike Balzano, Jeremy Miller, Alex Ferree.  
Fast Qualifier: Josh Richards, 19.797 secs.  
Heat Winners: Banal, Tim McCreadie, Francis, Lanigan.  
B-Main Winners: John Blankenship, D.J. Troutman.  
Dash: Lanigan.

## Raceway Park to Begin Season April 17

SHAKOPEE, MN -- The green flag is set to drop on the 2005 racing season at Raceway Park.

Action will underway at 3 pm on April 17 with the "Icebreaker 250" enduro, the first race of the Miller Lite Enduro Series. The event will be run rain or shine. Gates will open at 1 pm, and upwards of 100 cars are expected for the event on the quarter-mile oval.

Also on tap is spectator drag action, in which fans compete in one-on-one on the track with their street cars.

The regular weekly race program is scheduled to begin at 6 pm on May 1. Sunday night action will again feature late models, hobby stocks, Short Trackers, Bombers and figure-8s.

For information, call (952) 445-2257.